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All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, FEBRUARY 6TH, 1912.

THE telegraphic Notes exchanged between YUAN SHIH KAI and Dr. Wu Ting Fang in the last week of January, as translated and published in the Shanghai papers, show the present position to be a veritable Chinese puzzle. The Republican Government definitely refused to extend the armistice beyond the 29th January, but while any hope of a peaceful settlement remains the Republican Government shows no desire to resume fighting and throws upon YUAN SHIH KAI the entire responsibility should hostilities be renewed. At the same time, the telegram from our Tokyo Correspondent which we published yesterday showed that the Republican Armies are not remaining inactive. According to reports received in Tokyo, one of the Revolutionary armies is marching on Mukden. It is common knowledge also that three other armies are moving in different directions in readiness for an advance upon Peking. The fact that there has been no serious fighting since the armistice expired surely indicates that the parties to the strife are really "muddling through" to a peaceful settlement. The element of danger in the situation is the growing bitterness on the Revolutionary side against YUAN SHIH KAI who certainly exhibits himself in no favourable light in his telegraphic correspondence with Dr. Wu Ting Fang. The

Revolutionaries may well be excused for mistrusting YUAN, for his humbergling messages just before the expiration of the armistice were clearly designed to put off the inevitable day of capitulation. Again and again has the armistice been extended when it seemed that another week or so of discussion would clear the path of obstacles to a peaceful solution, but these expectations have been repeatedly disappointed and it would seem that on the eve of the expiration of the last extension of the armistice, YUAN SHIH KAI was not in a position to give Dr. Wu Ting Fang any more encouragement than he did when he first took over negotiations from TANG SHAO-YI. In a telegram to Dr. Wu on the 27th ult.—just a little more than a day before the armistice was due to expire—we find YUAN SHIH KAI saying: "I do not recognise all the conditions to which TANG SHAO-YI consented and they are not to be considered effective. Regarding the question of abdication, I never negotiated with you," etc. Yet a week previously telegrams had been exchanged with reference to what should happen upon the abdication of the Throne on the terms formulated by the Republican Government. YUAN had proposed to run a government himself at Peking, and SUN YAT SEN, in the interests of a united China, had communicated to him his willingness to resign the Presidency and secure the election of YUAN SHIH KAI as Head of the State if he would declare his adherence to republican principles. No definite answer to these communications have been returned, or, at least, they do not appear to have been published, and no mention is made of any being received in Dr. Wu Ting Fang's review of the position which he telegraphed to the President on the 30th ult. President SUN indeed alludes to YUAN's shiftiness in these terms: "After negotiating and exchanging telegrams, many times, regarding the abdication of the Emperor of the Ching Dynasty, YUAN SHIH KAI now tells us that he had never negotiated about the abdication with Dr. Wu Ting Fang at all." The President declares YUAN to be not only an enemy of the Republic, but a traitor to the Emperor of the Ching Dynasty as well. These are strong terms to use about a statesman who is professedly endeavouring to negotiate a peace pact. Clearly, if the position depended solely upon YUAN the outlook would be dark indeed. Our soundest hopes must therefore, be in the fact that forty-six Generals of the Imperial Army have in a memorial addressed to the President, assured a republican form of government, and that the General commanding the first and second armies facing the revolutionary forces in the neighbourhood of Hankow, has himself entered into negotiations through Dr. Wu Ting Fang, with the result that "there will be more fighting on the Wuhan side." This statement is from Dr. Wu's report to the President. YUAN SHIH KAI had promised to take steps to stop the advances of the Imperialists in Shensi, North Anhui and North Kiangsu, but Dr. Wu says in his report, "whether YUAN will actually carry out those promises or not we do not know." In view of these free expressions of opinion in the Revolutionary headquarters concerning YUAN SHIH KAI, it is clear that no further negotiations would be carried on unless there were stronger hopes than YUAN's own words and actions afford that they will eventually end in the restoration of peace.

Nine cases of plague were notified in the Colony last week. Eight cases were fatal.

At a meeting of the Board of Directors of the Shanghai Land Investment Co., Ltd., held last week, it was decided to recommend a final dividend of 6 per cent. for the half year ended December, 31, 1911.

The small-pox epidemic in the Colony continues unabated. There were 41 cases last week, 27 ending fatally. Of the 41 cases 25 were in the City of Victoria and 16 in other parts of the Colony. Thirty-eight were Chinese cases, the remainder being one British, one Portuguese and one Indian. Three of the Chinese cases were imported.

Information has reached the Colony of the wedding of a former Hongkong journalist. On December 23rd, at Boston, U.S.A., Mr. Stanley Kingsbury, son of Mr. and Mrs. J. J. Kingsbury, of Toowong, Brisbane, was married to Miss Doris, youngest daughter of the late Mr. William Newman and Mrs. Mary Newman, of Neutral Bay, Sydney, and Brookline, Massachusetts, U.S.A.

At a meeting of the Hankow Chamber of Commerce it was unanimously decided "That Chinese business at Hankow be only undertaken on a cash basis or against native bank orders of not longer than three days' usance." The resolution is to come into force on February 19th next. It was also decided that an undertaking to this effect should be drawn up by the committee and signed by all members of the Chamber.

The Rev. Father Peter Zuazua, of the Spanish Dominican Mission, died yesterday morning at the Government Civil Hospital from dysentery and pernicious anemia. The death of this young and zealous missionary at the early age of 32 is a great loss to the Dominican Mission as well as to Christianity in Tin-Chiu-Fu (Fokien) where he had been working since his arrival from Spain, about eight years ago.

The task which a certain master set his class (the Queen's College magazine remarks) was well timed and clearly defined: "Write a letter to Messrs. Lane Crawford ordering a suit of European clothes." The first boy who came up showed: "Dear Mrs. Lane Crawford, please send me a suit of European clothes—I remain, with love, yours truly, Ait Sin."

## THEATRE ROYAL.

MAGNIFICENT PRESENTATION OF "HAMLET."

Never before has Hongkong enjoyed such a historic treat as is now provided by the visit of the Lang-Holloway Company. It is at least creditable to the community that they are not remiss in taking full advantage of it. Seldom, if ever, has the Theatre Royal been crowded nightly as it has been since this company opened their short season in the Colony, and last night was no exception. The good impressions created by the artists and the favourable reports made could not but have the effect of attracting a large audience to witness the production of Shakespeare's masterpiece, "Hamlet, Prince of Denmark," with Mr. Matheson Lang and Miss Hulin Britton in the leading roles and needless to say, those present felt that had they not attended they would have missed something for which they would be sorry.

"Hamlet" has provoked more discussion, more learned disputation, and greater differences of opinion than perhaps any other creation of the dramatist. Hamlet has been interpreted in so many different ways, and has been given so many different personalities which makes it impossible to judge his representation by any fixed standard. While he is not all things to all men, he is certainly a different being to different men. However, this is not the time to discuss this subject. Suffice it to say that "Hamlet" as produced last night by the Lang-Holloway Company was an original interpretation which was not only satisfying and helpful to those who had given any thought to the weird personality of the melancholy Dane, but was an artistic performance and one which the auditors were quick to appreciate at its full merit. Mr. Matheson Lang presents the character just as he feels and sees it himself. He is a man of great prominence, the beauty and innate goodness of Hamlet's character, and portrays the effect of the harrowing experiences through which he passed in his feigned madness, a madness which at times became real. To this end Mr. Matheson Lang makes several innovations. He introduces the audience to Hamlet shrinking, dazed and horrified in the midst of the wedding feast, which, by the re-arrangement of the first act is shown on the stage. This, though a less showy introduction than the elaborate entrance made by many other actors, is, according to Mr. Matheson Lang, more in keeping with the character and the situation as the audience should see it at the start of the play. "Hamlet," he says, "is human, or he is nothing, and should never be allowed to step out of the picture for mere theatrical effect."

Mr. Matheson Lang was enthusiastically applauded for his dramatic rendering of the part. Shakespeare's lines seem to acquire a fresh significance as they fell from his lips. Miss Hulin Britton was most convincing as Ophelia, while the part of Claudius was well filled by Mr. Montagu Love, and Mr. Vane made an acceptable Polonius. Mr. Vigors was admirably suited in the part of Horatio, and Mr. Stevens undertook the difficult part of ghost. The other members of the cast contributed materially to the success of the production, which was a triumph of histrionic genius and stage craft from beginning to end, and the memory of it will long endure in the minds of all who witnessed it. To-night the play is "The Merchant of Venice," and an interesting analysis of the character of Shylock by Mr. Matheson Lang appears in another column.

## A HANDSOME PRESENTATION.

The Distillers' Company, Limited, of Edinburgh, have laid bowlers in Hongkong under a deep obligation by presenting to each of the four clubs in the Colony—Kowloon Bowling Club, Civil Service Club, Police Club, and Tai-koo Club—a handsome set of two bowls in beautiful leather case for competition. The bowls, which are Taylor's presentation bowls, are made of ebony and have two silver plates inset, and the competition for these ought to produce a large entry. The set was forwarded by Messrs. Garde, Price & Co., the local agents of the D.C.L.

## CANADIAN COASTING TRADE OPEN TO FOREIGN VESSELS.

Lord Strathcona, High Commissioner for Canada, is officially notified from Ottawa of an Order in Council providing that until December 31, 1913, steamships of not less than 1,500 tons gross tonnage each, of the following countries: Italy, Germany, the Netherlands, Sweden, Norway, Austria-Hungary, Denmark, Belgium, the Argentine Republic, and Japan, shall be admitted to the coasting trade of Canada in the carrying of goods and passengers coastwise, between any port in the province of Nova Scotia and any port in the province of Quebec, and vice versa, on the same terms and conditions as are applicable to Canadian vessels.

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE REVOLUTION.

## A REPUBLICAN LOAN.

LONDON, February 5th.

The Peking correspondent of the Daily Mail reports that the Government has arranged for a loan of three million sterling at 6 per cent., through the German firm of Arnhold, Karberg and Co., and thereby from the Austrian Skoda and Pilsen works, to secure orders for arms and ammunition to the amount of the loan, for the next five years.

## YUAN TO FORM REPUBLIC.

LATER.

Reuter's correspondent at Peking wires that an edict has been issued directing Yuan Shih-kai to form a Republic with the help of the Southern Republic.

The public has not hitherto been made aware of the abdication, but trouble is not expected.

## THE GOODWILL OF INDIA.

LONDON, February 5th.

Viscount Hardinge has telegraphed to Mr. Asquith as follows:—"The ruling Princes in India, and the non-official members of the Legislative Council, acting on the authority of public meetings in the important centres, desire me at the conclusion of the Royal visit, to convey the expression of cordial good-will and fellowship, and warm attachment to the Empire, of the Princes and peoples of India. Their Majesties' gracious demeanour and unfailing sympathy have drawn closer the bonds uniting England and India."

## GERMANY'S NAVY.

LONDON, February 5th.

The papers are giving prominence to the forecasts of the German papers regarding the forthcoming German naval increases. The *Taegliche Rundschau* says the personnel will be increased by from sixty to eighty thousand to man the new third squadron. The *Daily Mail's* Berlin publication, which is said to exactly interpret the Admiralty views, says "The proportion must be two German ships to three English. We have hardly any fear of England laying down two to one if we continue to build three ships yearly."

## THE BRISBANE STRIKE.

LONDON, February 5th.

Reuter's correspondent at Brisbane reports that perfect order now prevails and that the shops are gradually re-opening. The strike is spreading to Ipswich, Rockhampton and Townsville.

A Melbourne telegram states that the Hon. Mr. Andrew Fisher, Prime Minister, refused the request of the Queensland Government for military aid. He appeals to all parties to refer their grievances to the Commonwealth Arbitration Court.

## THE SUGAR CONFERENCE.

LONDON, February 5th.

A wire from Brussels states that the conference again has met, but the position is somewhat strained, the German delegates not having yet received instructions. It is believed that the Russians intend to make an important concession by asking permission to adhere to the Convention on the same terms as the other Powers.

## THE CRISIS IN ULSTER.

LONDON, February 5th.

The priests in all the Roman Catholic churches in Belfast yesterday pointed out, from the altars, that Mr. Winston Churchill's meeting was being entirely organised by Liberals, and they advised the Roman Catholics to keep away and endeavour to preserve peace in the city.

## SEVERE COLD IN ENGLAND.

LONDON, February 5th.

The present is the coldest February experienced in England since 1895, the temperature in some parts being as low as zero. Skating is universal. Blizzards in the North have blocked the railways and roads.

## BUSH FIRES IN AUSTRALIA.

LONDON, February 5th.

Reuter's correspondent at Melbourne states that the intense heat prevailing in Australia has caused bush fires in several of the states. The damage in South Australia amounted to £100,000.

## THE DALAI LAMA.

LONDON, February 5th.

A Calcutta wire states that the Dalai Lama leaves shortly for Kalimpong. He is proceeding to Tibet in March.

[THROUGH REUTER'S AGENCY.]

## THE KING'S HOMECOMING.

## "MEDINA" ARRIVES AT SPITHEAD.

LONDON, February 5th.

The Royal steamer *Medina* has arrived at Spithead.

The vessel was accompanied by her cruiser escort and the first division of the Home Fleet, which met her in the Channel, in wintry weather. Snow was falling when the vessel arrived.

The Prince of Wales, Queen Alexandra and Prince Arthur of Connaught proceeded to Portsmouth on the previous evening, to await the arrival of the *Medina* in the morning.

LATER.

The arrival of the *Medina* fourteen hours before she was expected caused a sensation at Portsmouth. Their Majesties dined on board the *Medina*. The meeting of Their Majesties and other members of the Royal Family takes place this morning, before Their Majesties leave for London.

The King, who looked in splendid health, replying to the Portsmouth address of welcome said it was appropriate that the journey should begin and end in the principal home of the Navy. He was profoundly touched by the affection and loyalty of India and other parts of the Dominions, and he would greatly rejoice if the visit would contribute to the welfare of India and strengthen the bonds of Empire.

Notwithstanding the biting cold large crowds awaited Their Majesties' along a route which was specially extended to Victoria street, and as far as Buckingham Palace. There were no troops and the police were placed widely apart, to give the spectators the best possible view.

## THE ESPIONAGE CASE.

LONDON, February 5th.

Mr. Bertrand Stewart, who has been sentenced to imprisonment for three years and six months, is to be confined in a fortress. When sentenced he said: "I am innocent, and I wish everyone in England to know it."

The chief witness for the prosecution was a Belgian who acted as interpreter for Stewart while he was touring in Germany and denounced him to the police.

The defence brought evidence to prove that the Belgian was an ex-convict.

LATER.

A Leipzig telegram states that the judgment of the Court declares that Stewart learned the address of an agent from the British Intelligence Department. The Court considers it immaterial whether accused or the agent succeeded in obtaining information, and holds that an attempt to obtain military secrets was proved, but regards the fact that Stewart was animated by patriotism as a mitigation of the circumstance. It is pointed out that Stewart was in Germany only from the 3rd July to the 1st August, and during that time he made a day's trip to Bremen, and to Cuxhaven and Heligoland and back. He admitted that he endeavoured to obtain military information, but there was nothing secret available. Everybody alleged that the agent thrust upon him plans which he never asked for and which he immediately destroyed. The agent then denounced him to the police. The shortness of his visit rendered serious espionage impossible. Moreover, the fleet was cruising on the coast of Norway at the time of his visit, and he could not have obtained information of its readiness for war.

## ANGLO-AUSTRALIAN CRICKET.

LONDON, February 5th.

In cool weather, and before an attendance of over 2000, the M.C.C. team continued their match against Victoria. The state team took their overnight score to 195, to which Armstrong contributed 51 unfinished. Barnes took four wickets for 26. Following on Victoria lost five wickets for 182, MacKenzie scoring 51 unfinished.

## LOCAL SPORT.

An Association football match has been arranged for to-morrow at 5 p.m. on the Club ground between the H.M.S. *Minotaur* and the "Scouts" Volunteer Company.

The following will represent the "Scouts": H. W. Moon; H. I. Jones and B. F. Long; W. D. Baker, T. G. Weil, B. J. Gill; J. H. Brister, D. Campbell, J. C. Roberts, B. J. Ridden, T. J. Fisher.

## HONGKONG AND WHAMPOA DOCK CO., LTD.

At a Board meeting held yesterday the Directors recommended that, subject to the completion of audit, a dividend of £100 per share be paid for the half-year ending December 31st, 1911.

## UPREME COURT.

Monday, 5th February.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GONPERTZ (PUNISH JUDGE).

SETTLED.

The action at the instance of the Wing On Company against Kwong Tak Cheong Chan for \$680, due for goods sold and delivered was mentioned by Mr. P. W. Goldring, who appeared for the plaintiff. He said that Mr. Grist, who represented defendant, had consented to judgment for \$558.55 and costs.

In the action by Yeung Wai Kut against H. S. Markham and another for \$825.53 due on a promissory note, Mr. Grist, who appeared for plaintiff, said defendant consented to judgment for \$850 including costs, payable in three instalments.

CLAIM FOR PROFESSIONAL SERVICES.

Drs. Kew Brothers claimed from Sergeant Wreford \$38, money due for professional services rendered.

Mr. F. N. d'Almeida, who appeared for defendant, said the hearing was fixed for the afternoon, but he understood the case being taken that morning would last all day. He understood that Mrs. Wreford could not appear in the afternoon, and perhaps his Lordship would let the case stand over until Friday.

His Lordship agreed.

## AN IMPORTANT COMPENSATION CLAIM.

The Chief Justice, Sir F. Pigott, sat in the Law Courts yesterday to hear an arbitration brought under the provisions of the Harbour of Refuge Ordinance of 1909 as amended by the Harbour of Refuge Amendment Ordinance 1911. The claimants, who are various property owners in Reclamation Street, Yaumati, sent in their claims to the Government for compensation in connection with the harbour of refuge and its effect on their property, but being dissatisfied with the award of H.E. The Governor the matter came before the Chief Justice as the arbitrator, appointed under the Ordinance to consider such claims.

The Government was represented by the Attorney General (Hon. Mr. Rees Davies, K.C.) and Mr. Eldon Potter, instructed by the Crown Solicitor (Mr. J. H. Kemp), while Mr. M. Slade, instructed by Mr. Needham of Messrs. Evans and Harston, Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, and Mr. Holborow, of Messrs. Deacon, Looker and Deacon, represented the various property owners.

When the court rose yesterday Mr. Slade had concluded reading the correspondence which had passed between the parties on the subject. It is expected that the hearing will last the greater part of the week.

## THE MAGISTRACY.

A Chinese was yesterday charged before Mr. Irving with having stolen five rolls of leather, valued at \$461.77. The case was remanded.

Sergeant Brown yesterday brought 36 men before Mr. C. Dick Melbourne at the Magistracy, on charges of being found in an opium den at 124, Temple Street, Yaumati. A fine of \$3 was imposed on each defendant. The keeper of the den was fined \$250.

## ANOTHER RUBBER COMPANY SENSATION.

The committee appointed by shareholders in Nyalas Rubber Estates, Limited, has presented a long report. The feature of the report, says the *Strait Times*, is the grave criticism it makes of the manner in which the monies of the company were squandered while the estate was under the general management of Mr. S. T. Moorhouse, a member of the firm of Sime, Darby & Co., and while that firm was acting, in some measure it would seem by self-election, as commercial agents for the estate, and Mr. W. M. Sime, head of the firm, was acting as chairman of the company.

The following extract is taken from the Committee's Report:—"We find that a very large sum of money has been wasted on the estate through mismanagement. This can be shown from Mr. Moorhouse's own estimates. 'In April, 1910, Mr. Moorhouse estimated that a sum of \$42,550 would be required for cleaning up and bringing to bearing the 465 acres said to be planted with rubber; whereas about double that amount was spent on the estate during the 16 months that he was connected with the management. At the end of that period the planted area was less than 500 acres, of which more than 200 acres require to be replanted; and eight days later Mr. Maude found that there was hardly a clean spot on the estate to be seen. 'On account of this waste through mismanagement, we are of opinion that Mr. S. W. Moorhouse and Messrs. Sime, Darby & Co., Ltd., should be called upon to compensate the company to the extent of at least \$50,000. 'The financial and commercial arrangements of the managers during this period of mismanagement call for comment.'"

THE TROUBLE IN THE INTERIOR is quickly remedied by PINKLETS, the little Pink Laxatives. They aid Digestion, dispel Constipation, regulate the Liver, cure Biliousness. 60 cents of Chemists, or post free from The Dr. Williams' Medicine Co., 844, Szechuen Road, Shanghai.



## COMPANY MEETING.

## KOWLOON LAND AND BUILDING CO., LTD.

The twenty-third annual meeting of the Kowloon Land and Building Co., Ltd., was held in the offices of the Company yesterday.

Mr. T. F. Hough presided and there were also present: Messrs. A. Rodger, J. M. E. Machado (Directors), R. A. Carvalho, R. C. Edwards, M. S. Northcott, A. Fyfe, Bruce Sheppard, J. M. Alves, and the Secretary, Mr. A. Shelton Hooper.

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen,—With your permission I will take the report and accounts as read. The auditor's certificate is as follows:—"I report that I have audited the above balance sheet with the books and vouchers of the company in Hongkong and that in my opinion such sheet is properly drawn up so as to exhibit a true and correct view of the state of the company's affairs at the 31st December, 1911, according to the best of my information and the explanations given me, and as shown by the books of the company. I have obtained all the information and explanations I have required." (Sd.) R. EDWARDS, Auditor.

It is satisfactory to note that our net profit on the year's working is \$16,636.79, as against \$13,158.98 for that of 1910, thereby enabling us to declare a dividend of 2.75 per share, and in the absence of any unforeseen circumstances we hope to be able to maintain it in the future. The whole of your property is satisfactorily let and is in good repair. If any shareholders wish for any further information I shall be pleased to give it to the best of my ability.

There being no questions, the Chairman proposed the adoption of the report and accounts.

Mr. EDWARDS seconded and the motion was carried.

On the motion of Mr. NORTHCOTE, seconded by Mr. Fyfe, Messrs. T. F. Hough and A. Rodger were re-elected directors.

On the motion of the Chairman, seconded by Mr. ALVES, Mr. R. C. Edwards was re-elected auditor at a remuneration of \$50 per annum.

The Chairman—That completes the business; the dividend warrants will be ready on application to-morrow morning.

## LAW COURT DIFFICULTIES.

Yesterday morning when Mr. Shelton began the examination of a witness in a case which was being heard before Mr. Justice Gompertz, his Lordship interposed with the hint, "In this Court if you speak loudly and clearly the echo destroys everything, but if you murmur softly everybody can hear."

## MILLIONAIRES' COUP.

HOW MR. CARNEGIE GOT THE BETTER OF MR. ROCKEFELLER.

NEW YORK, January 11. Mr. Andrew Carnegie, who was a witness to-day before the Congressional Committee which is investigating the Steel Trust, explained with great glee how he got the better of Mr. John D. Rockefeller in a deal about some one lands in the Lake Superior district.

"I induced Mr. Rockefeller to sell on a royalty basis of 7½c. to look a ton," said Mr. Carnegie. "The same property has since been capitalised by the United States Steel Corporation on the basis of 45c. a ton."

Mrs. Carnegie and I visited Mr. and Mrs. Rockefeller this New Year's day, and found them seated on the porch. Mrs. Rockefeller is a fine woman and a fine wife, but she is doing poorly now.

"The old gentleman was in good health and happy as could be. He told us the cold weather did not affect him much, as he wore a proper jacket. He gave each of us one, and it really is a fine thing to keep the body warm."

## NOT MENTIONED.

"We chatted over old times, but I did not mention that one transaction in which I got the better of him. That was the one time when I took in a fellow millionaire."

Mr. Carnegie laughed long, but quickly became serious when he was asked how much the Steel Corporation paid for the Carnegie Steel Company when it absorbed the latter concern.

"We received \$80,000,000," said he, "and what a fool I was to sell out at that price! I learned later that Mr. Morgan would have given \$1,000,000,000 more."

"The whole process sale was only a matter of one or two sentences between Mr. Charles Schwab and myself. I did not see Mr. Morgan at all in connection with the deal. My personal share of the proceeds was \$42,000,000, all in Steel Corporation bonds."

Mr. Carnegie was questioned about the \$80,000,000 surplus which it was said he received as a result of the sale.

"I do not remember any \$80,000,000 surplus," said he. "I have a financial secretary who attends to all small matters of that kind." In answer to further questions Mr. Carnegie said that he started the steel business in 1861 with a borrowed capital of \$500.

"I learned early in life," he said, "that a large part of success in business depends on having the right sort of men to help, and I drew to me ambitious young men of great ability. If I had continued in business instead of selling out, I would have astonished the world and defied competition."

Several times Mr. Carnegie interrupted his testimony to chuckle over his Rockefeller deal.

"I have a laugh every time I think of it," said he. "It is quite a job, you know, to get the best of a man with a head like Mr. Rockefeller's."

## ELLIS KADOORIE CHINESE SCHOOLS SOCIETY.

## DISTRIBUTION OF PRIZES AT THE HONGKONG COLLEGE.

The annual distribution of prizes took place very quietly at 2 p.m. on Saturday. Owing to the building operations at present in progress no guests were invited as in former years, the proceedings being quite private. The President (Mr. Ellis Kadoorie) and the Honorary Secretary (Mr. Lan Chi Pak) were present and were supported by several of the Directors.

After a few preliminary remarks, the Head Master, Mr. W. Drew Braidwood, rose to read the Eleventh Annual Report of the College. The outstanding features of this Report were as follows:—

The average attendance for the whole year was 595, which is a highly satisfactory figure, being equal to 92.36 per cent. of the number on the register. This high percentage bears witness to the general good health enjoyed by the students. The staff now consists of 6 English Masters, 9 Local Masters, and 9 Vernacular Teachers. During the past year, sufficient funds having been subscribed, it was decided to proceed with the erection of the central portion of the College Buildings. The demolition of the old structure commenced after the Summer vacation, and the building operations have made such good progress that the new structure is now up to the first floor. When complete, the College will possess a fine Central Hall, 30 class rooms and 4 retiring rooms for the staff. If all the rooms are used for class purposes, there will be accommodation for 1,200 students. If, however, as is proposed, three of the rooms be utilised for a Reading Room, a Chemical Laboratory, and a Physical Laboratory, there will still be accommodation for over 1,000 pupils. The Society has also purchased a piece of land on the south side of Hospital Road facing the College, on which is to be erected a Tea House for the benefit of those boys who cannot, by reason of distance, go home to luncheon. On this site there will be erected later a gymnasium, and a tennis court is also to be planned.

Satisfactory progress has been made in studies during the past year. In November, the College had its annual inspection by the Director of Education, but that gentleman's report has not yet been received. At the Terminal Examination, held by the Head Master, 519 were present for examination, and the results were satisfactory. At the last Oxford Local Examination pupils from this College for the first time entered as candidates. Eight took the Junior Paper and six the Preliminary. The results were creditable, as seven passed in the Junior Division, and six in the Preliminary, one of the latter obtaining Honours and Distinction in Chinese. This year seven students are preparing for the Oxford Senior Local, thirteen for the Junior, and 23 for the Preliminary. During the year five students of Form IIIA passed the entrance examination of the Tung Shan Mining and Engineering College.

The students were then addressed by the Hon. Sec., Mr. Lan Chi Pak, who complimented the staff on the year's work and gave some good advice to the students.

During the afternoon, the students of the Oxford Senior and Junior locals acted a scene from Scott's "Quentin Durward."

## THE HONGKONG BANK.

## "RUN" ON THE BANK AT SHANGHAI.

The N.C. Daily News of Monday last says:—"An incident which appears as if it were intended to induce a touch of humour into the otherwise dull and dreary days of the closing month, is the so-called run on the Hongkong and Shanghai Bank by the Chinese. It started with the concerted action of the exchange shops refusing to take the notes of the Bank except at a discount. These are times when a scare is easily worked up, and there are not a few Chinese who are only too willing to profit by the credulity of the ignorant. It is unfortunate for the shareholders that they chose the Hongkong Bank for their efforts have been productive of the minimum of result. At the same time it is reported that the headhunts of the revolutionary party are smouldering under some fancied injury inflicted upon them by the foreign banks, and especially the Hongkong Bank. Absurd reports, such as that of a syndicate of Chinese having cornered the notes of the Bank, to present them for payment at a discount, and the like, were in the air. Even granting the arguments, it is obvious that it would be in no way effect the stability of the Bank. As a matter of fact there was no "run" worth speaking of, and the native banks are as anxious to obtain the notes of the Bank as ever."

## NATIONAL CHARACTERISTICS.

Lord Northbrook speaking at a meeting at Wetherfield last month to protest against the description of the characteristics of the people of the British Isles: "The Englishman loves his beer and his Bible, the Scotsman keeps the Sabbath and everything he can lay his hands upon, the Irishman does not know what he wants and will not be happy until he gets it, and the Welshman, grays on his knees on Sunday and upon everyone else for the rest of the week."

## SHIPPING NOTES.

The White Star Company has entered an appeal against the decision in the cross actions arising out of the collision between the steamship Olympic and the cruiser Hawke.

Straits papers announce the death of Captain John S. Smith of the s.s. Jin Ho, belonging to the Eastern Shipping Co., Ltd. Captain Wright was formerly employed in Hongkong and afterwards became a wharfinger under the Tanjong Pagar Dock Board in Singapore. He was for some time in the service of the Straits Steamship Company.

It is understood that negotiations are proceeding between the Mersey Docks and Harbour Board and Messrs Harland, Wolff, of Belfast, for the acquisition of North Dockyard, a large plot in land in Bootle, for the establishment of a big ship-repairing works. Lord Pirrie and other members of the firm, it is stated, have inspected the site. The dockyard has not been used by the Dock Board for several years. It is situated close to the berths of the biggest ship. The works, it is believed, are intended as a joint repairing depot for vessels belonging to the shipping concerns with which Lord Pirrie is identified.

The Council of the London Chamber of Commerce at a meeting last month decided that the Chamber should make representations to the Foreign Office regarding the reported intention of the Government of the United States of America to differentiate against British shipping passing through the Panama Canal, and a resolution was unanimously adopted expressing the opinion that it is desirable in the interests of British trade that the provisions of the Hay-Paunot Treaty, affirming that the Panama Canal shall be "free and open to the vessels of all nations on terms of entire equality," shall be carried out in their integrity and spirit.

The "New York Maritime Register" of 27th ult. says the Dollar Steamship Lines, Ltd., at present steamship company, is being incorporated to take over the Stanley Dollar Steamship Co., Ltd., E.S. Dollar Steamship Co. and Hise Dollar Steamship Co., which are being wound up. The meeting for this purpose was held at the company's office at San Francisco, on December 21. The Dollar Steamship Lines, Ltd., will take over the *Hawl Dollar*, *N.S. Dollar* and *Stanley Dollar*, which steamers are now registered at the port of Victoria, and will also include the new steamer *Robert Dollar*, recently built at Glasgow for the trans-Pacific freight service of the Dollar line. The *Robert Dollar*, which is now registered at Glasgow, will probably have her register transferred to Victoria.

## LAMA WITH PORTRAIT OF THE TSAR.

## COUNTRY WHERE EVERY THIRD MAN IS A PRIEST.

"I am inclined to believe that the country is doomed to continue as it is at present a waste spot on the face of the earth, inhabited only by wandering herdsmen, and a blank space on the map."

In these words Mr. George J. Kidston, a British traveller who a few years ago made a journey in Mongolia accompanied by Mr. A. J. Flakerty, of H. M. Consular Service, China, describes the country.

Mongolia is a vast region of Asia, comprised in the Chinese Empire, mostly between latitudes 40deg. and 50deg. N. and longitude 82deg. and 120deg. E., having Manchuria—from which it is in part separated by the great Khingan Mountains—on the east, China and Chinese Turkestan on the south and south-west, and Russian Asia on the north. The country is in fact mostly a vast desert, lying at an elevation of from 2,500 to 5,000 ft., its central part forming the eastern half of the Gobi Desert, though here and there productive tracts are found, where herds of cattle belonging to nomadic tribes are maintained, and wheat, barley and millet are raised.

In the north, however, the country is richly wooded. The temperature on the high tableland is extremely variable, and when the wind blows from the north-west the cold is paralyzing, although the sun may be shining brilliantly. Mr. Kidston records that on one occasion in spite of a cloudless sky and dazzling sunshine the mountains of the party were covered with frozen lumps and long icicles hung from the water-holes.

In Mongolia one out of every three of the population is a priest, but this does not necessarily imply real enca at a temple. By far the greater number of the Lamas lead the ordinary nomadic life of the rest of the people, owning large flocks and herds and living in "yurts," and only differing slightly from their neighbours in dress, in having the head shaved, and in being vowed to celibacy.

The apparent strength and robustness of the people is probably due to the survival of the physically fittest only, rather than to any exceptional healthiness of the race. Infant mortality is very great, and Mr. Kidston states that on the whole journey he never saw a single Mongol baby. This and the fact that an enormous proportion of the male population is vowed to celibacy makes him believe that the race must be dying out rather than increasing. They are a happy-go-lucky, most unpractical people, intelligent, but incurably lazy, and with no forethought in the affairs of life.

## SHANGHAI TRADE.

Messrs. Ibert and Co.'s latest Piece Goods Market Report says:—

Hardly any business worth recording has transpired in the interval though clearances are still rather better than might be expected considering that Shanghai has practically ceased all operations since that province was brought into the area of possible hostilities by the landing of Revolutionary troops in Chefoo. The prices of various goods of the Yangtze are still doing next to nothing, and this can only attribute to want of confidence amongst commercial circles in the present provisional government. That there is good ground for this want of confidence is amply borne out by the reported efforts to raise loans from different Chinese commercial undertakings under a veiled threat of compulsion. If commercial concerns are to be treated in this manner it is not surprising that a sense of insecurity prevails in native business circles.

## MACAO NOTES.

## [FROM A CORRESPONDENT.]

On Sunday several noteworthy events took place in the Holy City.

At the Cathedral there was high mass and sermon by the Rev. Dr. Jones, it being the occasion of the new "Bulls" issued by the Pope.

At 11 o'clock, a quiet wedding took place in the Bishop's Palace, the Rev. Archbishop Soares officiating in the presence of His Lordship Bishop D. Joao Paulino. The latter said the nuptial mass. The happy pair were the daughter of General Garcia and the Director of Public Works Department. After the ceremonies a reception took place at the General's residence.

At 1.30 p.m. there was a Civilian Sports meeting in the Long-Ting-Ohia Ground. A great number of military also participated. The most interesting features were the races of the Landais (the new African soldiers). The military band was in attendance.

At 4.30 p.m. a distribution of prizes took place at St. Joseph's College. His Lordship Bishop D. Joao Paulino d'Azavedo e Castro presided. The spacious hall of the College accommodated over a couple of hundred people. The lengthy and attractive programme, combining dramatics and musical entertainment, was greatly appreciated. The professors are to be congratulated upon the success of their pupils in every branch of study taught in the institution. The function concluded with the college band playing the Bishop's Hymn.

His Lordship Dom Joao Paulino d'Azavedo e Castro was entertained at dinner by the staff of St. Joseph's College, the occasion being his birthday. Needless to say, the majority of the Macao inhabitants went to offer their congratulations.

## FORTUNES IN THE SEA.

The first of the white divers who are to replace the Japanese in the Australian pearl fisheries have sailed from England on the steamship *Waimana*.

These men are going out to a life of great adventure and no little peril. All three are ex-Navy men, two of them divers, and the third a tender, whose duty it is to look after the pumping apparatus and the signalling lines, and who really carries in his hands the life of the man who is garnering oysters 60 feet beneath the surface of the sea.

The divers are being sent to Broome, the headquarters of the West Australian Fishery, by Messrs. C. E. Heineke and Co., the famous London firm of submarine engineers, who manufacture most of the apparatus which is used in the pearling industry. They form the first batch of ex-Navy men who will take the places of the coloured divers, and their trial is in the nature of an experiment.

In pursuance of their "White Australia" policy, the Commonwealth Government have practically decreed that from the end of next year every diver and every tender in the Broome and Thursday Island lagoons shall be a white man. Notice has been given to the boat-owners that no longer carrying Japanese divers will be licensed for the 1913 season.

The pearl-fishers question whether white men will be able to sustain the arduous and perilous work of diving. The Japanese diver has peculiar qualifications. He has tremendous endurance and a fatalistic temperament. Experiences which shatter the nerves of the ordinary man have no effect upon him. In the past Japanese, Kanaka, or Malay divers were largely engaged in pearling, but the Japanese have ousted them all.

## THE WHITE MAN'S QUEST.

Mr. Sprang, the managing partner of Messrs. Heineke and Co., who has visited both the Thursday Island and Broome fisheries several times, is of opinion that the Navy men will prove quite equal to the strain. "At the same time," he remarks to an *Evening Standard* representative, "with white labour it will be necessary to make some changes in the conditions under which the pearl shell is obtained, but given white men of intelligence and indomitable pluck and endurance there is every reason to believe that the industry will be maintained on a far firmer and more satisfactory basis than it enjoys at the present time."

Mr. Sprang added that each month during the coming year further batches of divers would be sent out from London. Already many applications have been received, but the greatest care is exercised in selection, and only the fittest and most experienced men will be taken. Lieutenant G. C. Duman, late of H.M.S. *Excellent*, acts as expert-adviser to Messrs. C. E. Heineke and Co.

In the early days the pearl fisheries rivalled the Spanish Main of Elizabethan times. It was a byword that there was a bigger collection of cut-throat scoundrels and more vice to the square yard on Thursday Island than in any other portion of the globe of equal area. Times have changed; the fisheries are stringently regulated, but if there is little poaching and no more bloodthirsty fights for shell, pearling is still well-nigh the most adventurous life in the world.

## 270FT. DOWN.

Mother o' pearl fetches about £250 per ton in the London market. This is the object of the pearler's search; the pearls are the lucky victims. Each diver carries a diver, his tender, a crew of half a dozen Malay or Timor boys, and a white "shell opener." Five tons of shell per season, which lasts from March to November—is a good haul for one diver. The oysters lie on the bottom, sometimes bare, sometimes almost buried in the sand or hidden in coral formations, and the depth varies from ten to twenty fathoms in the Broome fisheries to forty-five fathoms (270ft.) in the Darnley Island fishery.

The excitement is always intense. The diver may bring up ten oysters or not one. One shell may contain a fortune in the shape of a pearl, or a "pearl shell," or it may be a worthless "shell opener." As a matter of fact, pearls are so rare that on the Thursday Island boats, which do not carry a "shell opener," they are the diver's perquisite. Only the other day a Japanese diver brought up a pearl which was sold for £1,100.

The "shell-opener" sails in the lugger as a check on the honesty of the diver and the crew. He receives the shell and the pearls on account of the owner of the boat, and it can be readily imagined that if by chance a fortune is fished up in some lucky shell he must keep it for himself, or at least a good part of it, to port, perhaps a month hence. Although the pay is only £5 per month, there is no lack of young Englishmen for this hazardous occupation.

## THE REVOLUTION.

## THE ARMISTICE NOT EXTENDED.

On Monday last Dr. Wu Ting-fang received a telegram from Yuan Shih-kai asking for an extension of the armistice. The message was sent direct to Dr. Wu, said Mr. Wu Tsung-yao, and it also contained a demand from Yuan that the Republican troops who recently engaged with General Chang Hsun be withdrawn as they had committed an infringement of the armistice. Dr. Wu replied, refusing any extension and stating that the hostilities were resumed by General Chang, and in defence the Republican troops had driven them back and captured several positions. Thus the Republican soldiers had in no way broken the armistice and therefore they refused to comply with the demand. Another reason for the refusal was the non-fulfilment of Yuan's promises despatched to the front, and the fact that Yuan had been false through and so they could not agree to another extension.—*Shanghai Mercury*.

## CHINESE ESTIMATION OF MR. BERNARD SHAW.

Mr. Arthur Corbett-Smith, speaking on an ancient and modern Chinese drama before the Playgoers Club at the Hotel Cecil last month, said that when he was in Peking recently he attended a performance by a Chinese amateur dramatic club. The piece they chose for reproduction was a Chinese translation of Hall Caine's "The Bondman." The translation was a very close one and the play was exceedingly well put on and acted. He spoke to the manager afterwards, and the latter told him that the society was "putting on several more Chinese translations of plays by European authors. He suggested to the manager a performance of Bernard Shaw's "Man and Superman." The Chinaman has read this, but declared that it would not suit a Chinese audience as there was in it "too much bobbly; too much talk."

## SIR JOHN JORDAN THREATENED.

A Peking telegram to the *Obersteischer Lloyd* states that Sir John Jordan, the British Minister to Peking, has received several serious menacing letters, probably from the side of the Imperialists. Further, several Englishmen in Peking have been warned to leave their houses for fear of bombs being thrown at them.

Our German contemporary says:—"The anti-British feeling in Peking probably has its origin in the attitude taken by the British authorities towards the revolution. After Yuan Shih-kai had been appointed to be Premier in November last when the Revolution was only a slight rebellion, it was Sir John Jordan, the British Minister to Peking, who, on orders received from London, prevented a foreign loan being given to the Peking Government by the Four Powers' Banking Syndicate. Only the frustration of this loan made it possible for the revolutionists to spread to so large dimensions."

The N.C. Daily News in reproducing the above says:—"While the report of the threatening letters to Sir John Jordan does not seem to have been generally known among the Chinese in Shanghai, they appear, for some little time past, to have held decided views upon the state of affairs in Peking with reference to the men concerned. The rumors have been current that everything had been agreed upon at the capital, that this was known to all the Ministers, but particularly to Sir John Jordan, and that Yuan was to be put in power as he was the only man the foreigners would trust, being the only great man in China."

In one important respect the comments of our contemporary quoted above would seem to be based on a misapprehension. In November the loan in process of negotiation was that for which Baron Otto stood sponsor. The Four Nations Syndicate did not come into the field until December, when the revolution had swelled to gigantic proportions and it was plain beyond all dispute that any loan to the Imperialists must have fatal consequences in Southern China.

## PAPER COATS FOR WARMTH.

## MILLIONAIRES SHOW THE WAY IN OLDER REFORM.

Mr. J. D. Rockefeller's method of defying the cold weather by wearing paper clothing which was mentioned by Mr. Andrew Carnegie in his evidence before the Congressional Committee has roused fresh enthusiasm among English paper-clothing enthusiasts.

The cold-resisting qualities of paper garments are well known, but the wearing of paper clothing is practised almost exclusively by millionaires and beggars.

Among the millionaires the paper coat is worn by Mr. Carnegie as well as by his great rival, Mr. Rockefeller, while the beggars of the Embankment are strong adherents of the newspaper padded waist-coat, which robs the bitterest east wind of half its terrors.

"We have been advocating the use of paper for motor and other coats for years," said the editor of the *Tailor and Outfit* to an *Express* representative.

"I should not be surprised if paper proves to be the clothing material of the future," he continued, "paper which has been treated in some manner to prevent its tearing easily."

"It is splendid stuff for resisting the cold, and perhaps it may become a favoured material for women's frocks, for it would lend itself to beautiful colour schemes, and have a delicate lightness of appearance."

"But to-day very few people wear paper coats in England. It is perhaps used for lining waistcoats to a limited extent, but there is much to be done in this direction before any result will be noticeable."

## MARINE INSURANCE.

## AVERAGE DEPOSITS AND THE BULLION SALVED FROM "THE DELHI."

The market was a little surprised yesterday, says the *Times* of the 17th ult., to learn that a general average deposit of 30 per cent. was required on the gold and silver from the *Delhi* and now on their way to India. That is to say, as the value of those metals was nearly £200,000, the average adjusters forced a possibility of the contribution by these interests towards the salvage expenses amounting to nearly £60,000. So high an estimate of the costs had hardly been anticipated, since while the silver was in the *Delhi* 25 per cent. was quoted to pay as original, and after it had been salvaged 15 per cent. was quoted. It is understood that the deposit to be required from owners of the cargo saved amounts even to 50 per cent., the discrepancy in the percentages presumably being due to the fact that the gold and silver were salvaged comparatively early in the proceedings and would only be charged with their proportion of the costs of expenses down to the time of their salvage. Unfortunately there seems little chance of the ship's being floated, and so apparently no great contribution to average can be expected from the owners of the hull.

## INTIMATIONS

## BABY'S FACE LIKE PIECE OF RAW BEEF

Smothered with Bad Pimples. Awful to Look At. Scratched and Cried Terribly. Feared He Would Always be Disfigured. Cuticura Remedies Quite Cured Him.

"My baby boy, twelve months ago, had a large pimple come on his forehead. It burst and spread all over his face which soon looked like a piece of raw beef. All smothered with bad pimples. The poor little thing used to scratch it and cry terribly. I took him to a doctor but he only got worse until I found Cuticura Ointment. After using it I found that the pimples were going away. So I got in all two large tins of Cuticura Ointment together with Cuticura Soap, and in two months the Cuticura Remedies had quite cured him. Now I always keep a tin of Cuticura Ointment by me in case of anything else coming, and of course I use Cuticura Soap for all my children."

"About fourteen years ago I had something like heat spots all over my arms and shoulders. I scratched and rubbed them so much that they bled and then I was covered with little sores. A friend gave me a tin of Cuticura Ointment and before I used it up my skin was completely clear, and I was cured. I had had the trouble for five months and had tried everything to get rid of it. I tell all my friends about my baby's cure. Indeed they ask what I used for the little boy's face, for they all say how bad it was before the Cuticura Remedies cured it. (Signed) Mrs. E. Perry, 99, Waterloo Rd., Aldershot, Hants. May 21, 1911. Cuticura Remedies are sold throughout the world. Depot: London, 27, Chancery Lane; Calcutta, 1, R. K. Paul & Co., Africa; Singapore, 1, R. K. Paul & Co.; Cape Town, etc.; U. S. A., Potter Drug & Chem. Corp., Sole Proprietors, Boston. Send 5c for free Cuticura book on skin diseases."

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## BREAKING CHINA.

[BY THE REV. LORD WILLIAM GASCOYNE-CROFT.]

Is China broken?  
The great Empire that has dominated the eastern portion of the world seems likely to fall to pieces, and it is obvious that it will not be restored to its former condition. The party of "keep things as they are" has practically disappeared, and it is only the parties who advocate change that dispute the field. What are these parties? What is their plan of action? What is their ideal, their dream?

First, there is the extreme party, with a glorious dream of a happy, prosperous China. The cruel pangs of hunger and tortures from untended disease which are now being suffered by millions, or injustice which hurts worse than the cruel punishment by which it is enforced—all these shall be things of the past. For poverty in China means slow starvation, such as thousands upon thousands are now experiencing in the cruel famine in the Yang Tse Valley. Let me not harrow you with the stories I have heard of people gnawing the roots of the grass from hunger, the huddled group trying to retain enough strength to be able to scold, crying to the mother powerless to give it food, the face blackened by hunger; the skeleton with distended stomach—all these are sights but too well known in China; yet there is food enough and to spare if the Government had been efficient; there are fertile territories hardly touched by cultivation. Who would not crave to make this tragic world disappear?

THE CURSE OF INJUSTICE.  
And then there is the curse of injustice. The poor man, who has no chance because he is not rich enough to bribe his judges, must endure terrible tortures. I remember showing a group of Chinese students a book descriptive of these tortures; they made but one comment—"these are not Chinese tortures," they said, "they are Manchu." Yes, when one thinks that it is within man's power to alter all this, to make that vast population of four hundred millions happy, to bring food to the hungry, to alleviate the ills of the sick and suffering in every village, and above all to place justice in the judgment seat and torture in the memories of the past, even the traveller feels an inspiration and longs to have the wealth to educate some of China's sons in the science that has freed the West from such suffering and in the Christian principles which have ameliorated Western government. At any rate let us give all honour to those who have taken their lives in their hands and faced the cruel risks of war to save their fellow-countrymen.

Opposed to the extreme reformers is the party of moderate reformers headed by China's greatest statesman, Yuan Shih-kai. While he has every sympathy with reform he holds, like the great statesman that he is, that reform should be introduced gradually, that the nation should be educated under its old forms to understand Western methods, the value of tradition and the traditional respect of the Emperor as an asset which should not be thrown away; that the art of governing consists of governing with the consent of the governed; that to gain this consent you must govern people according to their traditions, and that an evil to which man is accustomed is preferable sometimes to a novelty of doubtful excellence. Alas! in the day of popular movement the voice of moderation is inaudible, and it seems as if the wisdom of his counsels is going to be their undoing and China will prefer the extreme man with his entrancing vision of a Westernised China to the wise if unexciting policy of Yuan Shih-kai. Remember that the West is no longer an unknown land to the Chinese; many have been in Western countries, and when they go home comparatively rich men and tell their travellers' tales they make the ears of every hearer tingle and his mouth water with their accounts of Western wealth and luxury. Every story ends with: "We should be as rich and prosperous as the white men if we had their government." Think how the wages of the western coast of America are sufficiently large in our ears, most sound to the ears of a Chinese! And so another great force which makes for revolution develops itself—the lust of money. If the reformers' dream is of a peaceful, prosperous China, the coolies' dream is of riches, or at least of a life which knows no hunger or cold.

CHINA'S POSSIBLE MISTAKE.  
The mistake the Chinese may make is that they may attribute the prosperity of the West to its political constitutions rather than to its moral principles. After all, it is an easy mistake to make, because if Western take the West is making about herself. We never understand our debt to Christianity, and it seems so natural to have a world in which the merits of justice, honesty, and truth are regarded as obvious that we do not realise how much that high public opinion depends on long-continued Christian teaching, and if we do not recognise it why should the Chinese? Would the average clerk in a treaty port tell the Chinese comprador that the high public opinion of the West in matters commercial had its origin in Christianity? If the clerk discusses the subject the clerk will explain the situation by saying: "Don't you know that a fellow ought to play the game?" and the comprador will be left under the delusion that if you run frantically about a football field you will somehow get imbued with a high moral tone! Yet the vitality of our public opinion does in reality depend on Christianity, and if the Chinese suppose that they will attain Western morality without Christianity they are making a great mistake.

The bright hope is that the intellectual men of China have appreciated this point. Surely it is a remarkable thing that they have at any rate nominated a Christian to be President. We hear a good deal said against missionaries by people who have never seen their work; we had a book the other day by an Englishman under a Chinese alias full of such sentiments, but the Chinese who are onlookers have no doubt of the value of Christianity. The commercial man comes to China to trade and become rich, to receive, and then to go away; but the missionary comes to give. What little medical knowledge the Chinese have acquired they have acquired in missionary institutions. What Western education they possess in China is mostly of missionary origin. Besides which there are things mysterious in this world, and the strength of Christianity is among them. Christianity is growing rapidly in China; its power may even be present be sufficiently great to enable China to produce the men who shall safely steer her through the troubled sea.

## THE DANGER OF THE MOMENT.

The Chinese will remain essentially Chinese. They will try to follow the West, but they will not wholly succeed. The blue gown will always show underneath the frockcoat, and one must not judge China by Western precedents.

Still, there is a great danger that the revolution may follow the French example, that the wild optimism which is evident in the extreme reformers may induce them to destroy all things which make for stability, and so confusion and discontent will desolate the land till the revolution will lose itself in blood and China will be mended by some fierce tyrant, and become great but miserable in her Western materialism.

The modern West may be typified by the motor-car—it is essentially selfish; it always covers the pedestrian with dust; and it sometimes runs him down. What we have to fear is that the Chinese motor-car will always run people down and may for that reason go faster than the Western car.

Another solution is that China may have to submit to the evil of foreign intervention. After all, in many ways the Chinese would be happy enough in Singapore and Hongkong. Many Chinese have foreseen this contingency and told me when I was in the country that China might have to pass for an educational period of her existence under some foreign Power. Of course, all foreign Powers are not alike, and no one could do anything but dread the domination of Powers who believe in government by massacre. Alas! the East has seen such massacres more than once.

Not that any foreign Power should desire to have such a domination, for it will bring her face to face with an industrial crisis. The excellence and cheapness of Chinese labour and the untouchable deposits of coal and iron will tend to draw capital which the dominating Power can ill afford to lose. Empire, after all, is a tool without a handle, and it often wounds the hands of those who wield it. Far better would it be that the missionary and the educationist should gradually spread Christianity till China shall stand on an equality with other races and her greatness and prosperity make her children happy under an enlightened Chinese Government.

## A TRYING EXPERIENCE FOR WELL-KNOWN SHANGHAI RESIDENTS.

Those who, taking advantage of such times as these, to loot and rob, looted the boats on Sunday, and well-known Shanghai residents were nearly drawn into the fray, says the *Shanghai Times*. It appears that Mr. A. S. P. White-Cooper, of Messrs. Drummond, White-Cooper & Phillips, accompanied by Mr. Hill, of Messrs. Bradley & Co., had been spending the week-end at Three Waters, near Soochow, and late last night they started on the return journey by the Soochow tow. All passed uneventfully until over half the distance had been covered and then when nearing Wangda the launch was suddenly stopped. On inquiry the launch reported that there had been a great deal of shooting by a band of thieves and, in fact, the truth of the statement was soon discovered, for the travellers were surprised by the sound of shots. Mr. White-Cooper and Mr. Hill at once made preparations for their defence if it should be necessary. It was now very early in the morning, about three o'clock and, in the darkness, they quickly got into sight coats and secured their guns and ammunition, making them ready for use. It was then discovered that a band of about a hundred robbers armed with rifles had looted Chinese boats just a few hours previously. All the money had been stolen as well as sums of money and four men on the boats had been killed in the encounter. Two other tows, from Quinsan, were also stopped and all were delayed for close on two hours. During this time several shots were heard, but ultimately the launches were started again after half-past four and Shanghai was reached three hours after the usual time.

## LATEST STEAMER MOVEMENTS.

The Philippines str. *Rubi* left Manila on the 4th inst., and is due here on or about the 7th inst. at daylight.

The str. *Glenloch* left Singapore on the 3rd inst., and is due here on or about the 9th inst. p.m.

The P. M. S. S. Co. str. *Pavia*, which sailed from Hongkong on the 5th ultimo, arrived at San Francisco on the 2nd inst.

The T. K. K. str. *Tenyo Maru* leaves San Francisco on the 6th inst., and is due to arrive at Hongkong on the 4th prox.

The T. K. K. str. *Hongkong Maru* sailed from Salina Cruz on the 29th inst., for Peruvian and Chilean ports.

The str. *Dunbar* left Karata for Hongkong on the 4th inst., and may be expected here on or about the 9th inst. morning.

The Bank Line str. *Orizaba* sailed from Vancouver on the 1st inst., for Yokohama en route for Hongkong, where she is due to arrive at Yokohama on the 18th inst.

The cargo of Silk shipped on board the M. M. str. *Australia*, which left here on the 2nd ult., was delivered in Lyons on the 3rd inst.

The C. P. R. Co's str. *Empress of India* left Yokohama for Victoria and Vancouver, B. C., on the 4th inst., at 1 p.m.

The N. Y. K. str. *Jinasee* (Calcutta Line) left Mool on the 5th inst., and is expected here on the 10th inst.

The N. Y. K. str. *Sado Maru* (American Line) left Shanghai on the 3rd inst., and is expected here to-day.

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[49-2]

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## TO LET

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Hongkong, 5th October, 1911. [124]

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E. A. HEWETT,  
Superintendent.  
Hongkong, 2nd February, 1912. [1]

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**"SHYLOCK"—A HUMAN BEING.**

[BY MATHESON LANG.]

Not an inhuman monster, nor yet a grotesque figure, designed for the birth of the "groundlings," but a highly complex human being with a man's strength and a man's virtues, a man's vices, all acquired by the strange conditions under which he lived, those conditions that make the theme of the play, "The Merchant of Venice."

For many years a great deal of controversy has waged round the character of "Shylock," and various actors have sought to show that he was either a martyr or a villain, according to how it appeared to their different temperaments, but of late years we have arrived at a more rational view of Shakespeare's character generally in the Theatre—and I think of "Shylock" in particular.

Thank Heaven the old exaggeration and theatrical distortion that was a feature of the old-fashioned school of acting has passed away, and today the Art of the Theatre has advanced to a stage when exaggeration no longer passes for brilliancy, or ranting for genius.

The day of the long haired "pessur" amongst actors is gone, for which theatre-goers should be deeply thankful.

Today we endeavour above all to be real, to be rational.

In my opinion the day is past for anything but a real natural representation of Shylock, one of the characters of Shakespeare that has suffered most from distortion and exaggeration in its treatment upon the stage.

Let us look back upon the history of this character.

The earliest record we have of his treatment by actors was to play him as a typical low comedian with a tangled red mane, grotesque clothes and absurd gesticulation.

Macklin astonished London by playing him from a serious point of view, and by this drew forth the famous appreciation, "This is the Jew that Shakespeare drew."

The classical school, headed by John Philip Kemble, followed, who devoted themselves to an unimpassioned, strictly accurate, delivery of the verse, punctuated by stately gestures, and to whom the study of character, the sense of reality, the wonderful humanity that animates Shakespeare's great creations was a thing unknown.

This dramatic method has survived almost till today; many actors have endeavored to pass over the inherent failings of Shylock's character, and to show a high-souled, guileless martyr.

Others have merely seen in him a debased, greasy old miser.

In my opinion he was none of these, because he was all, and that sounds as if I ought to be an Irishman, but I am not. My view of the character is simply this:

That Shakespeare meant to portray neither a martyr nor a villain, but a perfect picture of the Jew of that time, a picture complete in every detail of a type of a race brilliant, intellectual, religious, strong, faithful among themselves, tender and loving to their own, but stern, cunning, pitiless, vindictive to others. A race of outcasts, alien, homeless, friendless, down-trodden, with every man's hand against them, a race wandering upon the face of the Earth, under the oppression of a mysterious curse.

In brief, in the character of "Shylock," as in the whole play, Shakespeare has set out to write a discussion of the Jew of the time rather than a vindication of, or an attack upon, him.

In my portrayal of the character, I make no attempt to call for sympathy for the Jew, certainly no attempt to gloss over his faults, rather the reverse, but to show what it seems to me was Shakespeare's whole idea in writing the character, a human being with good qualities, bad qualities, vices and virtues, weaknesses and strength, all mixed up as in every one of us.

That there is a kind of pity for the Jew after his downfall is, I think, inevitable.

I like to feel it is so. I think Shakespeare wanted it, but the actor must never play for it.

For the very pathos of the Jew lies in his bitterness, and his loneliness, just as in the character of "Hamlet," almost the saddest phase often seems to me to be the utterly foreign touch of brutality and cynicism that the difficulty in which he is placed forces from his naturally sweet and gentle nature, so in Shylock the points that drag at one's heart strings are his lonely miserable home, the cold distrustful aloofness, in which he lives, and the hard repellent manner which alienates from him those who might and would have loved him under happier circumstances.

These make the heart beat sadly for the Jew of Shylock, for they are the indication that it is not the fault of his nature, but rather the fault of the world, the effects of the miserable deprivation, and injustice in which the Jew was forced to live, upon a nature originally intended to be lofty, noble, strong of purpose, great of intellect, all the gold and iron of a "big" nature turned by the force of unfavorable circumstances to dross and rust and decay, and the glimpses of these fine "big" qualities in Shylock are undoubtedly what makes the heart of the spectator go out to him in his great fight against the relentless Law of the Christian in the Trial Scene, as they see him battling against impossible odds, with every man's hand against him, his magnificent indifference to self, his stern, fierce brutality and cruelty as he waits coldly unmoved by appeals to Mercy, Pity, Remorse, demanding merely in reply "Justice," the Justice that by a legal quibble of the Christian Lawyer eventually undoes and overthrows him.

It is in this moment of overthrow when even then he asks for nothing, may even offer his life, which they would spare, since they have left him naught else. It is then, as he staggers, bowed and broken, ill and shattered from the Court but still unrepentant to the last that one sees the real greatness of the character and the heart gives a great throbb of pity just as it does to see some noble animal drawn to bay, and the hunter fighting to the last.

It is with "business," to illustrate this, that I make my final exit in the Trial Scene, and in other places through the play I introduce typical actions and customs of the early Jews, many of which remain still, such as rending the clothes, when taking a vow, putting dust upon the head in his grief at the loss of his daughter, shaking the dust of the court from his feet, and the swearing and bowing of the head to and from accompanied by the muttering and waiting of a Jewish prayer.

Many of these touches I gleaned from the great Jewish actor, Jacob Adler—and one touch in especial, I believe, is entirely my own—for I can find no record of any actor having done it before me—which is I think an important one—that is the wearing of the hat in the court scene.

From time immemorial the Jew has covered his head when the Christian uncovers his. In church or in a Court of Law when taken to-day—so I make "Shylock" and "Tubal" in the court wear their turbans while all the Christians are uncovered in the presence of the Judge. In Shakespeare's day the treatment of the Jew who was hitherto regarded as dirt beneath the feet of the meanest Christian to be fleeced, victimized, spat upon, first roused the attention of thinking men, and he contributed his unparalleled study to show the effect of ceaseless persecution, violence and calumny, on the nature of a strong-minded, deeply religious but typically human man and by his genius illumined the whole subject, and to those who have eyes to see placed it for all time above the realm of controversy.

The key to the whole subject lies in the speech "Hath not a Jew eyes, hath not a Jew hands, organs, dimensions, senses, affections, as a Christian hath?"

In no Shakespearean play are the conditions of life more clearly shown than in the "Merchant of Venice."

The Queen of the Adriatic in the days of her pomp and splendour, harboured within her spacious domains, an imperious, mercenary people, arrogant, and intolerant to a degree. Commerce was the sole aim of their existence, their Princes were merchants, their generals foreign hirings, the wealth of the city was unequalled in the breadth of Europe, and with it the attendant evil, horde of gilded youths, herdless of restraint, wallowing in luxury and excess, while the wilder spirits indulged, as a favourite sport, in "Jew-baiting."

This was not restricted to scurrilous abuse and intolerable insult, but took all forms of personal violence, and usually ended in the unfortunate victim being hurled into an adjacent canal, in my production I show Tubal staggering faint and bleeding, to his friend and master's door, beaten and cowed almost to the last gasp by a turbulent mob, a pitiable figure representing the type of the poorer Jew.

Remember always the Jew was an alien by Law, with no legal rights; by his thrift and industry he had become the pillar of the world's commerce, but in return he was hounded from city to city, restricted to foul slums, regarded as an outcast and a parasite. The effect of these conditions on the mind of Shylock is apparent from his first line; he is coming, suspicious, burning with unshakable thirst for vengeance, vengeance for the wrongs of his race, vengeance for the insults piled on his own defenceless head; eagerly he seizes the first opportunity to humiliate his arch enemy.

Antonio was a zealous Christian, that in itself enough to rouse the venom in Shylock's nature, but beyond that Antonio's open-handed generosity saved many a prodigal from the clutches of the usurer.

Witness the line, "This is the fool that leads out money gratis." The home-life of Shylock is one of endless pathos, his house is cheerless, the household oppressed by the youth of his own despondency, the buoyant youth of his only child Jessica could ill-reconcile with such surroundings, and with such a father, with the inevitable result that a hopeless estrangement, has sprung up between them.

In his hard, inexpressive way Shylock loves her devotedly, but he knows no sympathy with the surging passion of youth; she is rather to him the lost link with the bride of his youth; there is but one allusion to his dead wife, Leah, in the whole play, but that in itself expresses the heart-breaking yearning through the monotonous years to the one creature who had ever truly loved him.

From the moment of Jessica's defection the last drop of human kindness dries up in his heart, from then the achievement of one masterstroke, of vengeance aimed through Antonio at the whole Christian race, obsessed him; beside that his child, his gold, his ambition sink into insignificance; he is vengeance incarnate.

How clearly this is expressed in the earlier passages of the Trial Scene with cold and transcendent logic he silences every voice raised against him; his whole existence is centred on one knife stroke.

Then he is caught in the net of legal sophistry, and with it comes realization of the hopelessness of his struggle; the powers fatal word which rolls him from long cherished vengeance snags the life cords, and he staggers from the court a hopeless, despairing, and a dying man.

Shylock was real, his faults and his virtues were the outcome of conditions of his life; through him the sixteenth century Jew cries to the whole of humanity in a voice clear and unmistakable: "Behold what you have made of me, I am man even as you are, and in my crushed and stunted nature, see your works."

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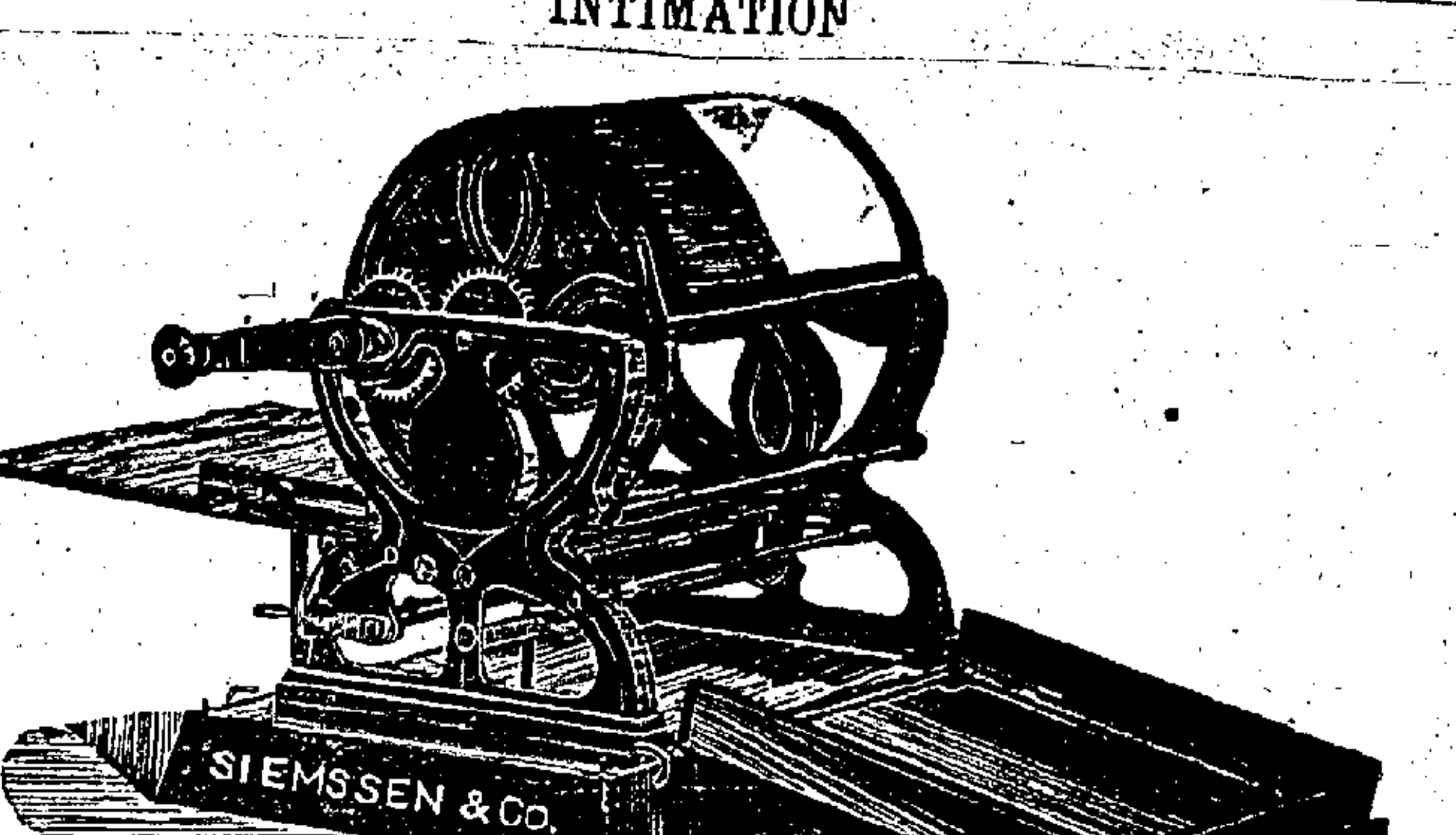
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**WEATHER REPORT.**

On the 5th at 11.35 a.m.—The barometer has risen considerably over Japan, and fallen moderately in N. China.

Probably a depression is approaching Manchuria from the Westward.

A band of high pressure covers S. China, the Eastern Sea and S. Japan.

Fresh to moderate monsoon may be expected over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

**District Forecast**

• Hongkong & Neighbourhood

Formosa Channel (N.E. & E. winds moderate). Same as No. 1.

South coast of China between Hongkong and Lamook. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

• E. winds, moderate; fine.

**CHINA COAST METEOROLOGICAL REGISTER.**

5th FEBRUARY, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	7 a.	30.10	22	95	—	0	o
Nemuro	6 a.	30.20	—	—	NW	4	—
Hokkaido	—	3.21	—	—	—	—	—
Tokio	—	30.23	—	—	N	0	—
Kobe	—	30.33	—	—	SW	1	—
Nagasaki	—	30.35	—	—	—	—	—
Kagoshima	—	30.33	—	—	NNW	1	—
Naha	—	30.30	—	—	S	1	—
Ishijima	—	30.28	—	—	ENE	1	—
Bohai Is.	—	30.27	—	—	N	2	—
Chefoo	—	30.14	—	—	N	1	—
Wei-hai-wei	9 a.	30.26	36	70	WSW	3	h
Hankow	6 a.	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Shanghai	9 a.	30.38	44	60	SE	1	h
Gutzliff	—	30.36	42	83	S	2	ow
Sharp Peak	—	30.37	50	—	W	1	c
Amoy	6 a.	30.31	51	72	WNW	2	o
Swatow	—	—	—	—	—	—	—
Taiheke	5 a.	30.23	—	—	E	2	—
Taihu	—	30.23	—	—	N	0	—
Tsienan	—	30.27	—	—	NW	1	—
Koshan	—	30.24	—	—	—	—	—
Pescadore	—	30.27	—	—	NE	9	—
Canton	9 a.	30.34	52	73	NE	1	—
Hongkong	10 a.	30.34	59	64	E	2	h
Viet. Peak	—	—	—	—	E	2	o
Gap Rock	—	—	—	—	E	2	o
Macao	—	—	—	—	—	—	—
Wuchow	9 a.	—	—	—	—	—	—
Holow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phu Lien	8 a.	30.30	57	—	ENE	4	o
Tourane	—	30.24	64	—	WNW	1	—
C. St. James	—	30.12	73	—	NE	1	—
Apurri	6 a.	30.17	68	—	E	2	d
Manila	10 a.	30.12	79	76	NW	0	o
Boac	—	30.10	73	—	E	2	o
Boac	9 a.	—	—	—	NE	2	o
Hilo	—	30.05	80	—	NE	2	o
Cebu	—	30.05	80	—	E	1	o
Labuan	—	30.03	82	—	E	1	o

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	LUCERIE 16th Feb.

To be followed by other Steamers of the Company at regular intervals.  
Calling at AMOY and KEELUNG if sufficient inducement offered.  
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.  
Special Parcel Express to America and Canadian Ports.  
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE.  
NEW LINE OF STEAMERSTO  
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offered, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.  
S.S. "DUNERIC" ... 3,000 tons ... to be despatched 10th February, 1912.  
S.S. "KATANGA" ... 5,000 tons ... to follow.

And regularly thereafter.  
For Rates of Freight or Passage, apply to—  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: FROM COLOMBO:  
17th February.

For Rates and Further Information, apply to—  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.

[4243-44]

HONGKONG, CANTON, MACAO &  
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND CHINA NAVIGATION CO., LD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 6TH FEBRUARY, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."  
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

WEDNESDAY, 7TH FEBRUARY, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."  
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Electric Fan in each Cabin.

## HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

## HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sunday at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

## MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sunday, at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 11TH FEBRUARY.

The Company's Steamship "SUI AN,"

will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

## CANTON-WUHOW LINE.

S.S. "SAINAM," 598 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.

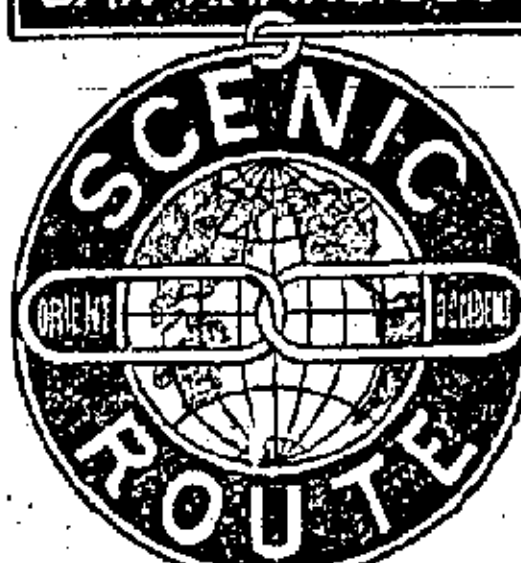
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels, have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions (First Floor), opposite the Hong Kong Hotel.

## SAN FRANCISCO



## TOYO KISEN KAISHA

## TRANS-PACIFIC

## WESTERN PACIFIC

## DENVER AND RIO GRANDE

## TRANS-CONTINENTAL

## TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.  
S.S. CHINYO MARU ... 21,000 tons.  
S.S. SHINYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)  
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

## WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver.

WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourist Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

## "SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR STEAMERS DATE OF DEPARTURE.  
LONDON & ANTWERP ... "PEMBROKESHIRE" ... On 6th Feb.  
LONDON & ANTWERP ... "CARMARTHENSHIRE" ... On 28th Feb.  
LONDON, ROTTERDAM & ANTWERP ... "GLAMORGANSHIRE" ... On 15th Mar.

All steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,  
AGENTS.

Hongkong, 24th January, 1912.

59

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION.)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM	"	Saturday, 7th Feb.
EASTERN	"	Saturday, 2nd March.
EMPIRE	"	Saturday, 30th March.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans—A duly-qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

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## SHIPPING IN PORT.

## STEAMERS.

ARAB, British str., 4,477, R. D. Owen, 3rd Feb.  
—Moj 29th January, General—Butterfield & Swire.  
ASTANAKA, British str., 3,081, J. W. Read, 3rd Feb.  
—Shanghai 31st January, General—Butterfield & Swire.  
CHENAN, British str., 1,350, Lloyd Jones, 4th Feb.  
—Shanghai 1st Feb., General—Butterfield & Swire.  
CHILLI, British str., 1,200, F. McGarity, 1st Feb.  
—Shanghai 20th Jan., General—Butterfield & Swire.  
CHUDAR, Norwegian str., 1,102, H. Nilsen, 29th Jan.  
—Bangkok and Swatow 23rd Jan., General—Aagaard, Thorsen & Co.  
CHOSUN MARU, Japanese str., 1,301, K. Sakurai, 27th Jan.  
—Swatow 24th January, General—Osaka Shosen Kaisha.  
CHOSUN, British str., 1,424, M. Courtney, 4th Feb.  
—Shanghai 31st Jan. and Swatow 3rd Feb., General—Jardine, Matheson & Co.  
DAUNT, Norwegian str., 887, P. Solvesen, 27th Jan.  
—Hong Kong 24th January, Dust Coal—Aagaard, Thorsen & Co.  
DOYLE, Norwegian str., 733, Sigeland, 2nd Feb.  
—Shanghai 31st January, General—W. V. & Co.  
DUNERIC, British str., 1,211, A. W. Dixon, 28th Jan.  
—Singapore 20th Jan.—Bank Line, Ltd.  
EMPRESS OF JAPAN, British str., 3,039, S. Robinson, R.N.N., 2nd Feb.—Vancouver 11th Jan., Mails and General—Canadian Pacific Railway Co.  
HAIMUR, British str., 641, A. H. Stewart, 4th Feb.  
—Swatow 3rd Jan., General—Dunlop, Laprak & Co.  
HAYOI, French str., 1,200, G. Bonhier, 31st Jan.  
—Haiphong, Pakhoi 28th Jan., General—A. B. Marry.  
HONOUR, British str., 2,056, Kinghorn, 2nd Feb.  
—Singapore 27th January, General—Chinese.  
HONGKONG, French str., 709, A. Cornelissen, 2nd Feb.  
—Haiphong 28th January, General—A. B. Marry.  
HUTCHOW, British str., 1,217, G. Hooker, 1st Feb.  
—Cebu 27th Jan.—Butterfield & Swire.  
JOHANNE, German str., 952, M. Jpland, 3rd Feb.  
—Singapore and Hoihow 2nd January, General—Jensen & Co.  
KWANGLOO, Chinese str., 1,468, E. H. Pratt, 24th Jan.  
—Shanghai 21st Jan., General—C. M. S. N. Co.  
LIBERIA, German str., 2,385, T. Karberg, 27th Jan.  
—Vladivostok 27th Jan., Beans and Hempseed—Hamburg-Amerika Linie.  
LOKMANO, British str., 978, Bowker, 4th Feb.  
—Watu 29th Jan., Rice—Jardine, Matheson & Co.  
LUCERIE, British str., 4,100, J. Mathia 20th Jan.  
—Seattle and Moji 16th January, Flour—Bank Line.  
LUCIFOR, British str., 1,216, Ainslie, 28th Jan.  
—Wakamatsu 25rd Jan., Coal—Butterfield & Swire.  
MAUSANG, British str., 1,644, G. S. Weigall, 1st Feb.  
—Shanghai 26th Jan., Lumber and General—Jardine, Matheson & Co.  
MIRAFLORES, American str., 13,327, T. W. Gantick, 21st Jan.  
—Seattle 17th Dec. and Manila 19th Jan., General—Nippon Yusen Kaisha.  
NILE, American str., 3,513, Forleston, 18th Jan.  
—Southampton 15th Dec.—Pacific Mail S.S. Co.  
PENAROKSHIRE, British str., 2,999, W. C. Barrett, 4th Jan.  
—Shanghai 1st February, General—Jardine, Matheson & Co.  
PORTGAL, German str., 928, W. Hofstufel, 4th Feb.  
—Bangkok 22nd Jan.—Butterfield & Swire.  
SABINE, RICKMERS, Dutch str., 573, Do. Trias, 20th Jan.  
—Singapore 23rd Jan., General and Korosma oil—Asiatic Petroleum & Co.  
SHANGHAI, British str., 1,307, J. E. Owen, 18th Jan.  
—Wakamatsu 12th Jan., Coal—Butterfield & Swire.  
SOSHI MARU, Japanese str., 1,119, K. Sugawara, 2nd Feb.  
—Amoy, Amoy via Swatow 1st Feb., General—Osaka Shosen Kaisha.  
TAKING, British str., 1,570, G. H. Pennicfather, 2nd Feb.  
—Manila 30th Jan., General—Butterfield & Swire.  
TAKON MARU, Japanese str., 1,142, S. Kawasaki, 3rd Feb.  
—Dairen 28th January, Coal—Mitsui Bussan Kaisha.  
WAHING, British str., 1,170, Holmwood, 27th Jan.  
—Chingwantao 20th Jan., Groundnuts—Jardine, Matheson & Co.  
WAKAMATSU MARU, Japanese str., 1,722, U. Akashi, 30th Jan.  
—Wakamatsu 25th Jan., Coal—Mitsui Bishi Goshi Kaisha.  
WONGKOL, German str., 1,115, H. Oltmanns, 28th Jan.  
—Bangkok 20th Jan., Rice and Wood—Butterfield & Swire.  
YU SHUN, Chinese str., 1,079, C. Westerlund, 3rd Feb.  
—Shanghai 31st Jan., General—C. M. S. N. Co.

## VISITORS AT HULL'S.

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Mr. & Mrs. A. M. Baldwin  
Mr. E. R. Bates  
Mr. C. D. J. Bell  
Mr. G. M. Brown  
Mr. P. Bunnam  
Mr. P. T. Chivers  
Mr. W. T. Chisholm  
Mr. W. E. Clarke  
Miss C. Cowles  
Mr. G. B. Cusdall  
Hon. Mr. W. Rees  
Davies, K.C.  
Rev. A. W. Davies  
Mr. G. M. Dodwell  
Mr. W. C. Drew  
Mr. E. J. W. James  
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Mr. J. R. Haygarth  
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Mr. A. Harrison  
Miss N. Horne  
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Mr. Randall Holloway  
Mr. W. E. Holloway  
Dr. S. Hough  
Mr. & Mrs. E. L. Hurtado  
Capt. R. Innes  
Major & Mrs. C. G. Johnson  
Mr. E. M. Joseph  
Mr. M. A. Joseph  
Mr. W. B. Knapp  
Mr. E. B. King  
Lady R. Koch  
Mr. A. Kopp  
Mr. A. Kuseman  
Mr. & Mrs. Matheson  
Mr. Lang  
Capt. H. E. Laver  
Mr. R. Lemaitre  
Mr. & Mrs. J. G. Leiper  
Mr. T. Lloyd  
Capt. H. E. Lover  
Mr. & Mrs. Love  
Mr. F. H. Love  
Mr. S. Madan  
Mr. & Mrs. A. Mackie  
and child  
Miss Mackie  
Dr. McNeil  
Adams Bond  
Mr. S. R. Cull  
Mrs. Cowen  
Mr. A. J. Darby  
Mr. & Mrs. J. A. Dobbin  
Mr. C. E. Doolan  
Mrs. Ehrhard and child  
Miss Guine  
Col. & Mrs. Goring  
Mrs. Land and children  
Consul & Mrs. Leiria  
Mr. H. W. Lester  
Mr. J. Lennox  
Mr. J. C. Macoe  
Mr. E. Arnold  
Mr. & Mrs. Annett  
Mr. & Mrs. G. D. N.  
Black  
Mr. P. Bennett  
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Comdr. & Mrs. A. Oarley  
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Mr. & Mrs. Flanagan  
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Rev. F. T. Johnson  
Miss Johnson  
Mr. & Mrs. E. Kewich  
Miss Land  
Mr. & Mrs. W. Logan  
Mr. F. T. Keyt  
Mr. & Mrs. J. E. Kitchin  
Mr. Kahn  
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Mr. A. Myall  
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Miss R. Williams  
Miss Young  
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Miss Guine  
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Miss Land  
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Mr. Kahn  
Mr. F. C. Lenefstey  
Mr. C. C. Muller  
Mr. A. Myall  
Miss Nishi Moe  
Capt. H. J. McDonough  
Mr. & Mrs. E. Nathan  
Mr. W. McInnes Nish  
Mr. H. Quimborough  
Mr. A. L. Ridger  
Miss G. Riddan  
Mr. R. Taylor  
Mr. J. T. Tavan  
Mr. C. Top  
Mr. J. O. Williams  
Miss R. Williams  
Miss Young

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Mr. F. T. Keyt  
Mr. & Mrs. J. E. Kitchin  
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Mr. F. C. Lenefstey  
Mr. C. C. Muller  
Mr. A. Myall  
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Mr. & Mrs. E. Nathan  
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Mr. A. L. Ridger  
Miss G. Riddan  
Mr. R. Taylor  
Mr. J. T. Tavan  
Mr. C. Top  
Mr. J. O. Williams  
Miss R. Williams  
Miss Young

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and child  
Miss Mackie  
Dr. McNeil  
Adams Bond  
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Mr. & Mrs. J. A. Dobbin  
Mr. C. E. Doolan  
Mrs. Ehrhard and child  
Miss Guine  
Col. & Mrs. Goring  
Mrs. Land and children  
Consul & Mrs. Leiria  
Mr. H. W. Lester  
Mr. J. Lennox  
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Mr. G. Greer  
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## ARRIVALS AT HOME.

January 2nd—Australia, Miyazaki Maru.  
Sovier, Yangtze, Aradid.

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE.  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

SS. "BOHEMIA," 7,935 tons, will



## SHIPPING

**ARRIVALS.**  
**ALDENHAM**, British str., 3,892, E. T. Pileher, 5th Jan.—Sydney 7th Jan., Frosen, Mead, General—Gibb, Livingston & Co.  
**BOHEMIA**, Austrian str., 2,305, Dardoli, 4th Feb.—Triste and Singapore 29th January, General—Jardine, Matheson & Co.  
**CABLE**, Diederichsen, German str., 774, C. Jurgensen, 4th February—Haiphong and Hanoi 31st Jan., General—Johsen & Co.  
**FUKUJI MARU**, Japanese str., 3,087, H. Tomomatsu, 4th Feb.—Mitsui 29th Jan., Coal—Mitsui Bussan Kaisha.  
**GOEBEN**, German str., 5,109, A. Ahlborn, 5th February—Yokohama 27th Jan., General—Melchers & Co.  
**HUSON MARU**, Japanese str., 2,782, Morisada, 5th Feb.—Japan 29th Jan., Coal—Ataka & Co.  
**HUNAN**, British str., 1,143, J. Speed, 5th Feb.—Chota via Weihaiwei 30th Jan., Ground nuts—Butterfield & Swire.  
**KAIJO MARU**, Japanese str., 1,800, H. Yamamoto, 5th Feb.—Mitsui 30th Jan., Coal—Onaka Shosen Kaisha.  
**LIGHTNING**, British str., 2,122, E. P. Smith, 5th February—Singapore 29th January, General—David, Sassoon & Co.  
**LOOSCH**, German str., 1,920, G. Schulz, 5th Feb.—Bangkok 25th Jan., Rice—Butterfield & Swire.  
**PRESTON**, German str., 1,267, D. Reimers, 5th Feb.—Bangkok 27th Jan., Timber—Butterfield & Swire.  
**QUARTER**, German str., 1,145, H. Modsen, 5th Feb.—Manila 1st Feb., Flour—Sander, Wieler & Co.  
**SHINHO MARU**, Japanese str., 2,893, Murase, 4th Feb.—Mitsui 28th Jan., Coal—Mitsui Bussan Kaisha.  
**SUNOKIANG**, British str., 987, H. Mathias, 4th Feb.—Hobow 3rd Feb., Rice—Butterfield & Swire.  
**TAKASAKI MARU**, Japanese str., 1,331, Kozumi, 4th Feb.—Mitsui 28th January, Coal—Mitsui Bussan Kaisha.  
**TEISHIN MARU**, Japanese str., 2,884, T. Hori, 5th Feb.—Singapore 27th Jan., General—Nippon Yusen Kaisha.

## CLEARANCES.

At the Harbour Master's Office, 5th February.  
**Fukui Maru**, Japanese str., for Singapore.  
**Munaco**, American str., for Nagasaki.  
**Tenshin Maru**, Japanese str., for Nagasaki.  
**Waikiki**, British str., for Shanghai.

## DEPARTURES.

5th February.  
**CHENAN**, British str., for Canton.  
**CHOWAN**, British str., for Canton.  
**HOIN CHI**, Chinese str., for Shanghai.  
**LOANAN**, British str., for Canton.  
**SAMBA**, German str., for Singapore.

## SHIPPING REPORTS.

The British str. **Aldenham** reports: The passage was uneventful, fine weather prevailing with strong N.E. monsoon crossing the China sea.

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**  
 The P. M. S.S. Co. str. **Manchuria** is due to arrive at Hongkong to-day at daylight.  
 The T.K.K. str. **Chigo Maru** with U.S. mails is due to arrive at this port to-day at daylight.  
 The P. M. S.S. Co. str. **Mongolia** sailed from San Francisco 23rd ult. en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 23rd inst.  
 The T.K.K. str. **Nippon Maru** sailed from Honolulu on the 5th inst. for Hongkong, and is due to arrive at this port on or about the 26th inst.

**THE AUSTRALIAN MAIL.**  
 The I. G. M. str. **Coblenz**, which left Sydney on Saturday 2 p.m., may be expected here to-day p.m.  
 The E. & A. str. **Eastern** from Sydney, &c., left Port Darwin on the 30th ult. for Manila, and this port.

**THE GERMAN MAIL.**  
 The I.G.M. str. **Prinz Eitel Friedrich**, carrying the German Mails, with dates from Berlin of the 10th ult., left Singapore on the 3rd inst., at 4 p.m., and may be expected here on or about the 8th inst., at 6 a.m.

**THE INDIAN MAIL.**  
 The Indo-China str. **Kulang** left Singapore for Hongkong on the 1st inst., and is due here about the 8th inst.

The str. **Loosch** left Calcutta for Hongkong on the 31st ult., and is due here about the 15th inst.

**MERCHANT STEAMERS.**  
 The "Indra" Line str. **Indra** sailed from Singapore for Hongkong on the 31st ult., and may be expected here to-morrow.

The Arthur Nilsson & Co. str. **Yaddo** left Singapore on the 2nd instant, and is expected here to-morrow.

The "Bon" Line str. **Bonglo** from Leith and London left Singapore on the 31st instant for this port.

The T.K.K. str. **Kijo Maru** is expected to arrive at this port on the 8th inst.

The "Mogul" Line str. **Levos** from United Kingdom left Singapore on the 2nd inst. for Hongkong, and is therefore due here on or about the 8th inst.

The str. **Sterres** from Puget Sound left Nagasaki on the 3rd inst., and is due here on or about the 8th inst.

The str. **Glenloch** passed the Suez Canal on the 9th ult., and is due here on or about the 9th inst.

The Seang Line str. **Seang** left Rangoon on the 28th ult. for Hongkong via Penang and Singapore, and is expected to arrive here on the 10th inst.

The N.Y.K. str. **Nikko Maru** (Australian Line) left Thursday—land for this port via Manila, and is expected here on the 12th inst.

The N.Y.K. str. **Tango Maru** (European Line) left Kobe for this port via Moji and Shanghai on the 3rd inst., and is expected here on the 12th inst.

The N.Y.K. str. **Bombay Maru** (Bombay Line) left Bombay for this port via Singapore on the 25th ult., and is expected here on the 13th inst.

The T.K.K. str. **Buyo Maru** sailed from Manzanillo on the 3rd instant for Hongkong via Honolulu and Japan ports, and is due to arrive at Hongkong on the 26th prox.

The "Mogul" Line str. **Levos** left United Kingdom on the 28th ult. for Hongkong and Far East via the Straits.

## NOW ON SALE.

## MAIL TABLES

FOR 1912.

Shows the dates of departure of the Mail to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.  
 Mounted on Card ... 30 Cents.  
 On Paper ... 20  
 On Sale at the Hongkong Daily Press Office, Hongkong, 6th January, 1912.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k.", nearest Hongkong "h.", midway between Hongkong and Kowloon "m.", and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, ROTTERDAM & ANTWERP	PEMBROKESHIRE	Brit. str.	—	—	JARDINE MATHESON & Co., Ltd.	To-day.
LONDON & ANTWERP VIA SINGAPORE, &c.	NEVADA	Brit. str.	—	H. N. Rivers, R.N.	P. & O. S. N. Co.	To-morrow, at 5 p.m.
LONDON, &c. VIA USUAL PORTS OF CALL.	HIMALAYA	Brit. str.	—	K. Jenkins	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON	GLENLOGAN	Brit. str.	—	Jas. McGregor	SHEWAN TOMES & Co.	About 17th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SPESIA	Brit. str.	—	Pass	HAMBURG-AMERICA LINE	On 25th inst.
HAVRE, HAMBURG & ANTWERP, &c.	SLENSIA	Ger. str.	k.w.	Rassau	HAMBURG-AMERICA LINE	On 15th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	GOLDENFELS	Ger. str.	k.w.	Dieltjens	HAMBURG-AMERICA LINE	On 1st March.
HAVRE, EMBLEN & HAMBURG, &c.	PRUSSSEN	Ger. str.	k.w.	Bahle	HAMBURG-AMERICA LINE	On 7th March.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SUEVIA	Ger. str.	k.w.	Rassau	HAMBURG-AMERICA LINE	On 20th March.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	TANGO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 14th inst., at D'light.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	SAXONIA	Ger. str.	k.w.	Steier	HAMBURG-AMERICA LINE	On 16th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KANO MARU	Jap. str.	—	Erast	NIPPON YUSEN KAISHA	On 28th inst., at D'light.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	SADO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	SEATTLE MARU	Jap. str.	—	J. Richards	OSAKA SHOSHEN KAISHA	On 22nd inst., at 11 a.m.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	MEXICO MARU	Jap. str.	k.w.	Meyer	HAMBURG-AMERICA LINE	To-day.
NAPLES, GENOA, ALGIER, GIBRALTAR & SOUTHAMPTON	ARAGONIA	Am. str.	—	A. Ahlborn	SHEWAN TOMES & Co.	About 8th March.
TRIESTE, PLYMOUTH, & VENICE, VIA SINGAPORE, &c.	KARONGA	Am. str.	—	—	MELCHERS & Co.	To-day, at Noon.
TRIESTE, PLYMOUTH, & VENICE, VIA SINGAPORE, &c.	NIPPON	Am. str.	—	E. Tarabochia	SANDER, WIELER & Co.	On 19th inst., at Noon.
BOSTON & NEW YORK	PATNA	Brit. str.	—	—	DANDEL, WIELER & Co.	About 22nd inst.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	THE BANK LINE, LIMITED	About 17th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	W. Davidson	CANADIAN PACIFIC R. CO.	On 16th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	YORUBA	Jap. str.	—	—	CANADIAN PACIFIC R. CO.	On 23rd March, at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIYO MARU	Jap. str.	—	W. W. Greene	PACIFIC MAIL S.S. CO.	On 16th inst., at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	NILE	Am. str.	—	—	TOYO KAISEN KAISHA	On 16th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Brit. str.	—	—	PACIFIC MAIL S.S. CO.	On 23rd inst., at 1 p.m.
YOKOHAMA, KOBÉ & MOJI	YAWATA MARU	Jap. str.	—	T. Sakine	GIBB, LIVINGSTON & Co.	To-morrow.
KOBÉ & YOKOHAMA	COBLENZ	Ger. str.	—	L. Klugkist	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
KOBÉ & YOKOHAMA	YEDDO	Swed. str.	—	—	MELCHERS & Co.	On 24th inst., at 10 a.m.
KOBÉ & YOKOHAMA	YOKOHAMA	Am. str.	—	A. E. Moses	SANDER, WIELER & Co.	To-morrow.
NAGASAKI, KOBÉ & YOKOHAMA	YOKOHAMA	Am. str.	—	M. Yagi	MELCHERS & Co.	About 18th inst.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	MIRIMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
JAPAN	NIKKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
SHANGHAI, TSINGTAU, KOBÉ & YOKOHAMA	KITO MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 17th inst., at Noon.
SHANGHAI	TSITABOEN	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, KOBÉ & MOJI	CHENAN	Brit. str.	1 m.	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	On 8th inst., at 4 p.m.
SHANGHAI	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	About 8th inst.
SHANGHAI	CHOYANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at Noon.
SHANGHAI & KOBÉ	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at Noon.
SHANGHAI, MOJI, KOBÉ & YOKOHAMA	HIROHIMA MARU	Jap. str.	1 m.	C. C. Williams	NIPPON YUSEN KAISHA	On 10th inst., at Noon.
SHANGHAI, MOJI & KOBÉ	PEBA	Brit. str.	—	Hirase	NIPPON YUSEN KAISHA	On 12th inst.
SHANGHAI	BOMBAY MARU	Brit. str.	—	W. W. Cooke, R.N.	NIPPON YUSEN KAISHA	About 12th inst.
SHANGHAI	ASSATI	Brit. str.	—	G. W. Cookman, R.N.	P. & O. S. N. Co.	On 14th inst.
SHANGHAI, KOBÉ & YOKOHAMA	SURVIA	Ger. str.	k.w.	Rassau	HAMBURG-AMERICA LINE	On 16th inst., at Noon.
SHANGHAI	TJIMARI	Dut. str.	—	J. P. Scholte	JAVA-CHINA-JAPAN LINE	On 18th inst.
FOOCHOW VIA SWATOW & AMOY	SORHU MARU	Jap. str.	—	F. McCarthy	OSAKA SHOSHEN KAISHA	To-morrow, at 8 a.m.
AMOY & SHANGHAI	CHOSHUN MARU	Jap. str.	—	A. H. Stewart	OSAKA SHOSHEN KAISHA	On 8th inst., at 8 a.m.
SWATOW	CHIHILI	Brit. str.	1 m.	A. W. Evans	DONALD LAFRAIK & Co.	To-day, at 4 p.m.
SWATOW, AMOY & FOOCHOW	HAIMON	Brit. str.	2 h.	W. C. Passmore	DONALD LAFRAIK & Co.	On 8th inst., at 11 a.m.
SWATOW, AMOY & FOOCHOW	HAIBANG	Brit. str.	2 h.	J. S. Roach	DONALD LAFRAIK & Co.	On 11th inst., at 10 a.m.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	Pennfather	BUTTERFIELD & SWIRE	On 14th inst., at 11 a.m.
MANILA, CEBU, ILOILO & ZAMBOANG	TAMING	Brit. str.	1 m.	F. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 4 p.m.
MANILA	YUNSHANG	Brit. str.	—	S. Crosby	SHEWAN TOMES & Co.	On 10th inst., at 2 p.m.
MANILA, MANGARIA, ILOILO & CEBU	RUBI	Am. str.	—	A. W. Osterbridge	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	Man C. Smith	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 2 p.m.
MANILA	LOONGSANG	Brit. str.	—	Van D. Jalink	SHEWAN TOMES & Co.	On 20th inst., at 4 p.m.
MANILA, MANGARIA, ILOILO & CEBU	ZAFIRO	Am. str.	—	H. Nomura	NIPPON YUSEN KAISHA	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	YUJIWONG	Dut. str.	—	E. P. Smith	JARDINE, MATHESON & Co., Ltd.	On 19th inst.
BOMBAY VIA SINGAPORE & COLOMBO	YAKATA MARU	Jap. str.	—	G. M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 1 p.m.
SINGAPORE, PENANG & CALCUTTA	LIANGSANG	Brit. str.	—	Weigall	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	—	F. Sembill	MELCHERS & Co.	On 8th inst., at Noon.
SANDAKAN	MAVRANG	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	On 8th inst., at 10 a.m.
RUDAT & SANDAKAN	BORNEO	Brit. str.	—	E. de Catalano	MESSAGERIES MARITIMES	On 14th inst., at 9 a.m.
HOBOW & HAIPHONG	SUNOKIANG	Brit. str.	1 m.	—	—	—
KWANG CHOW WANG & HAIPHONG	SI-KIANG	Brit. str.	—	—	—	—

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"GOEBEN" Capt. A. Ahlborn	17,300	Tuesday, 6th Feb., at Noon.
SHANGHAI, TSINGTAU, KOBÉ & YOKOHAMA	"P. E. FRIEDRICH" Capt. E. Malchow	16,000	About 8th Feb.
MANILA, YAP, NAGAUP, NEW GUINEA, BISBAY, SYDNEY & MELBOURNE	"COBLENZ" Capt. L. Klugkist	6,750	Saturday, 24th Feb., at 10 a.m.
KOBÉ & YOKOHAMA	"COBLENZ" Capt. L. Klugkist	6,750	About 6th Feb.
KUDAT and SANDAKA	"BORNEO" Capt. F. Sembill	5,000	Middle of February.

All the Steamers of the European Line are fitted with Wireless Telegraphy.  
 New System of Telefunken.

For Further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; Co.,

GENERAL AGENTS HONGKONG AND CHINA

## PASSENGER SEASON 1912.

## NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

## MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON FEBRUARY 6TH.
"GOEBEN"	17,000 tons	ON FEBRUARY 21ST.
"DERFFLINGER"	17,300	ON FEBRUARY 21ST.
"PRINZ EITEL FRIEDRICH" 16,000	16,000	ON MARCH 5TH.
"YOROK"	17,000	ON MARCH 20TH.
"PRINZESS ALICE"	20,300	ON APRIL 2ND.
"LUETZOW"	17,300	ON APRIL 17TH.
"KLEIST"	17,000	ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HONGKONG TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIER, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911.

(60)

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, ST. JOHN N.B. AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
"EMPEROR OF JAPAN" Sat., 24th Feb.	"EMPEROR OF IRELAND" Fri., 22nd Mar.
"MONTEAGLE" Sat., 23rd Mar.	"EMPEROR OF IRELAND" Fri., 19th Apr.
"EMPEROR OF INDIA" Sat., 20th Apr.	"EMPEROR OF IRELAND" Fri., 17th May.
"EMPEROR OF JAPAN" Sat., 11th May.	"ALLEN LINE" Fri., 7th June.

Steamships leave HONGKONG at 7 a.m.  
 SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN or QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.  
 Hongkong to London: 1st Class ... via Canadian Atlantic Ports or New York \$71.10  
 Intermediate on Steamship ... 243  
 "Monteagle" ... 245.

First Class route to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.  
 R.M.S. "MONTEAGLE" or its Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.  
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.  
 For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

## SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STEAMERS	TONS	DATE OF SAILINGS.
YOKOHAMA, KOBÉ and MOJI	"YEDDO"	7,200	On 7th February.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO., YORK BUILDINGS, TOP FLOOR.

## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
YURI	4000	S. Crosby	Manila, Mangarin, Iloilo and Cebu	On 10th Feb., 4 p.m.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 20th Feb., 4 p.m.

For Freight or Passage, apply to SHEWAN TOMES & Co., General Managers, PHILIPPINES S.S. CO.

Hongkong, 2nd February, 1912.

(13)

## VESSELS ON THE BERTH

GLEN LINE (McGREGOR, GOW & CO. LIMITED).

THE Steamship

"GLENLOGAN"

Capt. Jas. McGregor, will be despatched for LONDON on or about the 17th instant. This steamer has excellent accommodation, amidships, for 40 first class passengers.

SALEON FARE £35.

For freight and passage



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA .....	5 P.M.	Freight and Passage.
SHANGHAI, MOJI, KOBE (PERA AND YOKOHAMA .....	Capt. W. W. Cooke, R.N.R.	12th Feb.	Freight only.
SHANGHAI .....	ASSAYE .....	Noon.	Freight and Passage.
LONDON via USUAL PORTS (HIMALAYA or CALL .....	Capt. K. Jenkins, .....	17th Feb.	See Special Advertisement.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 5th February, 1912.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOY and SHANGHAI .....	"CHIHI" .....	On 6th Feb., 4 P.M.
MANILA, CEBU, ILOILO and ZAMBOANGA .....	"TAMING" .....	On 6th Feb., 4 P.M.
HAIPHONG and HAIPHONG .....	"SUNGKIANG" .....	On 8th Feb., 10 A.M.
SHANGHAI .....	"CHENAN" .....	On 8th Feb., 4 P.M.
SHANGHAI .....	"LINAN" .....	On 10th Feb., 10 A.M.
MANILA, CEBU and ILOILO .....	"TEAN" .....	On 13th Feb., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Balcon accommodation. Amidships. Electric Fans fitted. Extra State-rooms on Deck, aft. Balcon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINUA" and "LIYAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NP—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

BUTTERFIELD &amp; SWIRE, AGENTS.

For Freight or Passage apply to—

Hongkong, 6th February, 1912.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## SWATOW, AMOY AND FOCHOW

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG" .....	Capt. J. W. Evans .....	THURSDAY, 8th Feb., at 11 A.M.
"HAICHING" .....	Capt. W. C. Passmore .....	SUNDAY, 11th Feb., at 10 A.M.
"HAITAN" .....	Capt. J. S. Rosch .....	WED'DAY, 14th Feb., at 11 A.M.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN" .....	Capt. A. H. Stewart .....	TUESDAY, 6th Feb., at 11 A.M.
		FRIDAY, 9th Feb., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LARRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 5th February, 1912.

# HAMBURG-AMERIKA LINIE

## IN CONJUNCTION WITH

DEUTSCHE DAMPFSSCHIFFFAHRT GESELLSCHAFT "HANSA."  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via SINGAPORE and COLOMBO,  
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:  
S.S. SUEVIA .....

S.S. BELGRAVIA .....

S.S. SACHSEN .....

S.S. C. PERD. LAEISZ .....

For Further Particulars, apply to—

### HOMEBWARD.

FOR HAVRE, HAMBURG &amp; ANTWERP:

S.S. SILEZIA .....

FOR MARSEILLES, ROTTERDAM &amp; HAMBURG:

S.S. SAKONIA .....

FOR MARSEILLES, ROTTERDAM &amp; HAMBURG:

S.S. AMBERIA .....

FOR ROTTERDAM, HAMBURG &amp; ANTWERP:

S.S. SFEZIA .....

FOR HAVRE, ROTTERDAM &amp; HAMBURG:

S.S. GOLDENFELS .....

FOR HAVRE, ROTTERDAM &amp; HAMBURG:

S.S. PREUSSEN .....

FOR HAVRE, BREMEN &amp; HAMBURG:

S.S. SUEVIA .....

FOR NEW YORK:

S.S. ARAGONIA .....

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 6th February, 1912.

# INDO-CHINA S. NAV. CO., LD.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SANDAKAN .....	"MAUSANG" .....	Thursday, 8th Feb., Noon.
SHANGHAI .....	"CHOYANG" .....	Friday, 9th Feb., Noon.
SHANGHAI, KOBE & MOJI .....	"KUTSANG" .....	Saturday, 10th Feb., Noon.
MANILA .....	"YUENSANG" .....	Saturday, 10th Feb., 2 P.M.
SINGAPORE, PENANG & CALCUTTA .....	"NAMSANG" .....	Tuesday, 13th Feb., Noon.
MANILA .....	"LOONGSANG" .....	Saturday, 17th Feb., 2 P.M.

FOR THE MANILA CARNIVAL FEBRUARY 2nd to 10th, 1912.  
A special reduced fare of \$50 for Return Passengers will be issued for our sailings to Manila of the 20th and 27th January, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

## RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and returning via Kobe, Inland Sea and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Taichow, Waihaiwei, Chefoo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Uman, Jesselton and Labuan.

Telephone Nos. 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

Hongkong, 6th February, 1912.

# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

## CHIYO MARU, SHINYO MARU AND TENYO MARU

Speed 21 KNOTS, Displacement 21,000 TONS.

## "NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 13 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU.

Ply between HONGKONG and COLOMBO via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

### SAN FRANCISCO LINE:—

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU .....	W. W. Greene .....	FRIDAY, 16th FEB., NOON.
NIPPON MARU .....	A. G. Stevens .....	FRIDAY, 8th March, at Noon.
TENYO MARU .....	E. Bent .....	FRIDAY, 15th March, at Noon.
SHINYO MARU .....	H. S. Smith .....	FRIDAY, 9th April, at Noon.

### SOUTH AMERICA LINE:—

STEAMER	TONS	DATE OF SAILING.
KIYO MARU .....	17,500 .....	SATURDAY, 17th FEB., NOON.
BUYO MARU .....	10,500 .....	TUESDAY, 9th April, at Noon.
HONGKONG MARU .....	11,000 .....	FRIDAY, 7th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

247)

King's Building (Opposite Blake Pier).

# OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.  
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA .....	"SEATTLE MARU" .....	6,182	THURSDAY, 22nd Feb., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA .....	"MEXICO MARU" .....	6,064	TUESDAY, 5th March, at 11 A.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

From Manila .....	G. \$150.00
From Hongkong, Shanghai and Keelung .....	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama .....	G. \$ 95.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco .....

G. \$ 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Furs and Parcels. Special attention given toward Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOY .....	"SOSHU MARU" .....	WED'DAY, 7th Feb., at 8 A.M.
FOOCHOW via SWATOW and AMOY .....	"CHOSHUN MARU" .....	THURSDAY, 8th Feb., at 8 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,  
MANAGER

772-778

# EST ASIATIQUE FRANCAIS

## MESSAGERIES MARITIMES, AGENTS.

## MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the



# PET. WILH. KROMMES ELBERFELD.

SILK RIBBONS,  
IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.  
Hongkong, 2nd February, 1912.

# C. G. BODEN & SOHNE, GROSSROHRSDORF, i/Sa.

BRACES

BELTS.

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.  
Hongkong, 2nd February, 1912.

# Hoehl Extra Dry

gout american

Sole Representative for Hongkong and South China

**Hugo C. A. Fromm, Hongkong.**

Hongkong, 2nd February, 1912.

## POST OFFICE NOTICE

The Parcel Post system to the following places in China is for the present suspended: Hupoh, Szechuan, Hunan, Kwelchow and Tangyueh.

The *Chiyo Maru*, with the American Mail, is due to arrive here to-day.

The *Manchuria*, with the American Mail, is due to arrive here to-day.

The *Prinz Estel Friedrich*, with the German Mail, left Singapore on Saturday, the 3rd inst., at 4 p.m., and may be expected here on Thursday, the 8th inst., at 6 a.m.

FOR	DATE
Singapore, Penang and Colombo	Tuesday, 6th, 10.0 A.M.
Haiphong (Taking Mails for Pakhoi)	Tuesday, 6th, 10.0 A.M.
Bangkok	Tuesday, 6th, 10.0 A.M.
Swatow	Tuesday, 6th, 10.0 A.M.
MANILA, Cebu, Iloilo, Europe &c.	Tuesday, 6th, 10.0 A.M.
INDIA VIA TUTICORIN.	Tuesday, 6th, 10.0 A.M.
(Late Letters 11.00 A.M. to 11.30 A.M.)	
Extra Postage 10 cents.	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	

Macao	Tuesday, 6th, 11.00 A.M.
Singapore	Tuesday, 6th, 11.00 A.M.
Manila, Cebu, Iloilo and Zamboanga	Tuesday, 6th, 11.00 A.M.
Amoy and Shanghai	Tuesday, 6th, 11.00 A.M.
Takao	Tuesday, 6th, 11.00 A.M.
Swatow, Amoy, Amoy and Takao	Tuesday, 6th, 11.00 A.M.

Hohow and Haiphong	Tuesday, 6th, 11.00 A.M.
(Taking Mails for Pakhoi)	
Timor, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Tuesday, 6th, 11.00 A.M.

Macao	Tuesday, 6th, 11.00 A.M.
Singapore, Penang and Colombo	Tuesday, 6th, 11.00 A.M.
Swatow, Amoy and Foochow	Tuesday, 6th, 11.00 A.M.
Hohow and Haiphong	Tuesday, 6th, 11.00 A.M.
(Taking Mails for Pakhoi)	

Bangkok	Tuesday, 6th, 11.00 A.M.
Swatow, Amoy and Foochow	Tuesday, 6th, 11.00 A.M.
Sandakan	Tuesday, 6th, 11.00 A.M.
Macao	Tuesday, 6th, 11.00 A.M.
Shanghai	Tuesday, 6th, 11.00 A.M.
Swatow	Tuesday, 6th, 11.00 A.M.
Shanghai, Kobe and Moji	Tuesday, 6th, 11.00 A.M.
Shanghai, Penang and Calcutta	Tuesday, 6th, 11.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (SIBERIAN MAIL TO EUROPE)	Tuesday, 6th, 11.00 A.M.
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Manila, Cebu and Iloilo	Tuesday, 6th, 11.00 A.M.
Manila, Mangarin, Iloilo and Cebu	Tuesday, 6th, 11.00 A.M.
Shanghai	Tuesday, 6th, 11.00 A.M.

SIBERIAN MAIL TO EUROPE	Tuesday, 6th, 11.00 A.M.
Swatow, Amoy and Foochow	Tuesday, 6th, 11.00 A.M.
Swatow, Amoy and Takao	Tuesday, 6th, 11.00 A.M.
Singapore, Penang and Calcutta	Tuesday, 6th, 11.00 A.M.
SHANGHAI, MOJI, KOBE, YOKOHAMA, YOKOHAMA, VICTORIA, B.C., and SHATTLE	Tuesday, 6th, 11.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 to Noon.)	Tuesday, 6th, 11.00 A.M.
Extra Postage 10 cents	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	

Manila, Cebu and Iloilo	Tuesday, 6th, 11.00 A.M.
Singapore, Penang and Colombo	Tuesday, 6th, 11.00 A.M.
Swatow, Amoy and Foochow	Tuesday, 6th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Tuesday, 6th, 11.00 A.M.
Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Tuesday, 6th, 11.00 A.M.

Manila, Cebu and Iloilo	Tuesday, 6th, 11.00 A.M.
Singapore, Penang and Colombo	Tuesday, 6th, 11.00 A.M.
Swatow, Amoy and Foochow	Tuesday, 6th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Tuesday, 6th, 11.00 A.M.
Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Tuesday, 6th, 11.00 A.M.

## COMMERCIAL

### CLOSING QUOTATIONS.

ON LONDON	February 5th.
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days' sight	111 1/2
Bank Bills, at 4 months' sight	111 1/2
Credit, at 4 months' sight	111 1/2
Documentary Bills at 4 months' sight	112 1/2
ON PARIS	
Bank Bills, on demand	247 1/2
Credit, at 4 months' sight	252
ON GERMANY	
On demand	201
ON NEW YORK	
Bank Bills, on demand	47 1/2
Credit, at 60 days' sight	48 1/2
ON BOMBAY	
Telegraphic Transfer	145 1/2
Bank, on demand	145 1/2
ON CALCUTTA	
Telegraphic Transfer	145 1/2
Bank, on demand	145 1/2
ON SHANGHAI	
Bank, at sight	72 1/2
Private, 30 days' sight	73 1/2
ON YOKOHAMA	
On demand	83 1/2
ON MANILA	
On demand	83 1/2
ON SINGAPORE	
On demand	117 1/2
ON HAI PHONG	
On demand	117 1/2
ON SAIGON	
On demand	117 1/2
ON BANGKOK	
On demand	117 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.20
GOLD LEAF, 100 fine, per tael	\$53.40
BAR SILVER, per oz.	26 1/2

### SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces, \$6.80 discount.
Chinese	10 " " \$6.95 "
Hongkong	20 " " \$6.94 "
Hongkong	10 " " \$6.70 "

## SHARE LIST.—QUOTATIONS. HONGKONG, FEBRUARY 5th, 1912.

STOCKS.	NO. OF SHARES.	VALUED.	PAID UP.	CLOSING QUOTATIONS.
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$375, sellers
China Borneo Company, Limited	60,000	\$12	all	\$1, don't \$2 15/-
China Light and Power Company, Limited	50,000	\$5	all	\$10 1/2, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$1 1/2, buyers
Cotton Mills				\$8, sellers
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 82
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5 1/2, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 49
Leong-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 64
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 28
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$20 1/2, buyers
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$53, sal. & bn.
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$45, sellers
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	38
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 59
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 95
Green Island Cement Co., Limited	400,000	\$10	all	\$3 30, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$290
Hongkong Electric Co., Limited	60,000	\$10	all	\$21
Hongkong Hotel Company, Limited	12,000	\$50	all	\$113
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$72
Hongkong Ice Company, Limited	50,000	\$25	all	P9, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$210, sellers
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$18, sellers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$196
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$131
China Traders Insurance Co., Limited	24,000	\$53.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$361, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 150
Union Insurance Society, Limited	12,400	\$250	\$100	\$350
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$212 1/2, Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$98 1/2, sellers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$6 1/2, sellers
Kowloon Land and Building Co., Ltd.	60,000	\$50	all	\$35, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 99
West Point Building Co., Limited	12,500	\$50	all	\$49, buyers
Matschappij tot Mijn- en Bosch- en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 83, sales
Mining.				
Société Française des Charbonnages du Tonkin	16,000	Fos. 250	all	\$695
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3 1/2, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$11 1/2
Philippine Co., Limited	50,000	\$10	all	\$11.10
75,000	\$10	all	\$5, buyers	
RAFFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$110, sales
Leong Sugar Refining Co., Limited	7,000	\$100	all	\$37, sales
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$103, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$21
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$25 1/2, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$62 1/2, L don.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	buyers \$5 15/-
Star Ferry Company, Limited	2,500,000	\$1	all	\$5 1/2, buyers
South China Morning Post, Limited	10,000	\$10	all	\$5
Steam Laundry Company, Limited	6,000	\$25	all	\$22 1/2
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$20, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4 1/2
Watkins, Limited	10,000	\$10	all	\$5
A. S. Watson & Co., Limited	90,000	\$10	all	\$4 1/2
Weissmann, Limited	3,000	\$10	all	\$12 1/2, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 only	\$10	all	\$10.
Union Waterboat Co., Limited	100 shares	\$10	all	\$30.
50,000	\$10	all	\$7 1/2	
RUBBER.				
Para Rubber in London			4 1/2 per lb. sellers	
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
VERNON & SYMTH, Share Brokers.				
TO-DAY				
Noon—Ninety-First Ordinary Half-Yearly Meeting of Hongkong, Canton and Macao Steamboat Co., Ltd.				
TO-NIGHT				
9 P.M.—Shakespearean Plays at the Theatre Royal.—The Merchant of Venice.				
TO-MORROW				
2.15 P.M.—Meeting of the Licensing Board, in the Council Chamber.				
FORTHCOMING EVENTS.				
Friday, 16th Feb.—Ordinary Annual General Meeting of Humphreys Estate & Finance Co., Ltd., at Hongkong Hotel, 11.30 A.M.				
Saturday, 17th Feb.—Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation, at the City Hall, Noon.				
Friday and Saturday, 1st and 2nd March.—Flower and Vegetable Show of Hongkong Horticultural Society at Vancat Ground, opposite Hongkong Club.				

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